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No. 28,964 HONG KONG, THURSDAY, FEBRUARY 21, 1935. PRICE \$3.00 Per Month

**BEAUTIFUL JOSEPHINE C GOWNS**  
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# ROOSEVELT WANTS CONGRESS TO EXTEND N.R.A. FOR TWO YEARS

## INDIA BILL DISCUSSION IN COMMONS

Council Of Greater India Proposal Rejected

ADVISORY COUNCIL NOT ADVISABLE

London, To-day.

An amendment to establish an Advisory Council to be styled the Council of Greater India, in substitution for the federal proposals of the Government of India bill, was rejected by 308 votes to 50 during the committee stage of the debate in the House of Commons last night.

The Secretary for India, Sir Samuel Hoare, said that supporters of the amendment based themselves on the very tentative and temporary recommendations of the Statutory Commission. The whole essence of the recommendation in the report of the Joint Select Committee was that over as wide a field as was safe, more responsibility should be given in the provinces and in the centre.

His own view since the time the princes made their offer to come into the federation was that it would be the greatest possible mistake to return to the earlier proposal which was made by the Statutory Commission, only on the assumption that the princes were unlikely to enter the federation for a considerable time.

**NO CO-OPERATION SEEN**  
He felt confident that the princes would on no account co-operate with a body of this kind. When they made their offer four years ago they said quite definitely they were prepared to participate in the Central Government only if it was a responsible government. He was convinced that of the main reasons prompting the princes was the need they felt for a voice in the effective control in policy, particularly the question of customs.

**NEGLECT OF CENTRE**  
A great many people had at first taken the view that the safer course was to make an advance in the provinces without making a simultaneous advance at the centre. On further consideration many of them had been driven inevitably to view that that was really the more foolish and dangerous course because to ignore the feeling in the states and British India that without action at the centre Indian status would still remain inferior in the eyes of the world would be to run the risk of making a provincial experiment in the worst possible atmosphere.

(Continued on Page 9)

## PRINCE INSPECTS FLATS

Views Housing Problem In Vienna

London, to-day.

H.R.H., the Prince of Wales, before leaving Vienna yesterday evening by an ordinary express train for Budapest, made a tour of inspection of workers' flats.

The Prince is keenly interested in the housing problem, and welcomed the opportunity of visiting flats which have a world-wide reputation. On his return from Budapest, the Prince will witness the ski-racing at Semmering.

He is expected to return to Vienna on Sunday evening and may make the journey to London by air on Monday.—British Wireless Service.



Mrs. Dunbar, accompanied by Mr. L. Dunbar, leading in Liberty Day (Mr. Frost) after he had won the Champions yesterday for the third successive year to give the Dunbar stable its eighth successive win in the classic—(King's Studio).

## GOLD CLAUSE EFFECT ON EUROPE

Currencies Crushed Between £ & \$

MUSSOLINI'S BLUFF

A special Washington cable to Messrs. S. E. Levy and Company states that a favourable reaction in Europe has greeted the United States Supreme Court's ruling on the "Gold Clause" case, but, at the same time, a certain amount of apprehension is felt as to what will be the ultimate effect should President Roosevelt's programme fail.

Gold currencies are being crushed between the pound and the dollar, and it seems economically impossible for the gold bloc to hold out much longer. It is generally conceded that the dollar holds the whip hand on currencies, although outwardly it is left to the pound to decide the issue of the gold bloc.

Great Britain is striving for stabilisation at around U.S.\$4.20 to the pound, but it is expected that Washington will manoeuvre to keep exchange in the neighbourhood of U.S.\$4.87.

The unpopularity of the British Cabinet is increasing. Premier Flandin is prepared to take action to force banks to support French trade.

The opinion is expressed in authoritative circles in Great Britain that Premier Benito Mussolini of Italy cannot afford to have a war on his hands at the present moment and that his warlike display is in the nature of a bluff.



Unsuccessful last-minute efforts to swing the Star-Blaclie vote away from union with Germany were made by Max Braun, anti-Nazi leader in the area.

## REAR-ADMIRAL MURFIN'S NEW APPOINTMENT

Succeeds Admiral Upham As C-in-C Of U.S. Asiatic Fleet

Washington, to-day.

Rear-Admiral C. G. Murfin has been appointed Commander-in-Chief of the U.S. Asiatic Fleet in succession to Admiral F. B. Upham, the appointment to become effective in the summer.—Reuter.

## DR. WANG FETED IN JAPAN

Audience With Premier And War Minister

Tokyo, To-day.

Dr. Wang Chung-hui, Judge at the Hague Court of International Justice, was the guest yesterday evening of the Asahi Shimbun directors in the Hashigaoka Restaurant.

He called on the Premier at 9 o'clock this morning and had an hour's interview and later paid a call on the War Minister.

He will be the guest of honour at a luncheon to be given by General Chang Tso-pin in the Imperial Hotel, at which 30 guests will attend, including some Cabinet Ministers.

He will be entertained to dinner to-night by Professor Oda of the Imperial University.—Reuter.

## JAPANESE POODLE UNMUZZLED

Owner Pleads Difficulty Of Fixing One

For allowing his dog abroad without a muzzle, Mr. A. Miyakawa, of No. 14, Johnston Road, was fined \$5 by Mr. E. L. Wynne-Jones at the Central Magistracy this morning.

Defendant stated that his dog was a Japanese poodle, and that it is very difficult to fix a muzzle on its mouth.

## FRED ELLIS GUILTY

Shanghai, to-day.—Mr. Fred Ellis, the former Hong Kong resident charged with unlawfully selling tickets in the International Country Club New Year Sweepstakes, has been found guilty, and will be bound over for three years in two instalments of \$25 each.—Reuter.

## GOVERNMENTAL INSPECTION OF ARMS FACTORIES

Questions In House Of Commons

SIMPLIFIED MACHINERY OF SUPERVISION NEEDED

London, To-day.

The British Government's attitude towards the proposal for an inspection of arms factories, made at the Traffic in Arms Committee at Geneva, was dealt with yesterday, in an answer to a Parliamentary question, by Sir John Simon, Foreign Secretary.

He said that His Majesty's Government considered that an elaborate system of permanent and automatic supervision, with local inspection, was not suitable for the limited objective with which the Committee was dealing. To achieve results the machinery of supervision could and should be simplified, without lessening its effectiveness as regards the immediate object in view.

The United Kingdom delegation at Geneva would submit in due course proposals in this respect. The Government's attitude to the system of permanent and automatic supervision, in connection with a convention for the reduction and limitation of armaments, is expressed in its memorandum on disarmament which was issued last year.—British Wireless Service.

## WEDNESDAY RECORD FIRST AWAY SUCCESS

Arsenal Beat Stoke At Highbury

PENSIONERS SURPRISE EVERTON

London, To-day.

There were several surprises in yesterday's Home football fixtures. Sheffield Wednesday secured their first away victory by defeating Liverpool by the odd goal in three, and are now within striking distance of the leaders.

Arsenal further enhanced their position by taking two points from Stoke City on the Highbury ground, while the Pensioners surprised Everton.

Leeds won their home fixture against West Bromwich by a decisive score.

In the Third Division, Stockport swamped Accrington. Scores as cabled by Reuter were:—

## FIRST DIVISION

Arsenal	2	Stoke	0
Chelsea	3	Everton	0
Leeds	4	W. Bromwich	1
Liverpool	1	Wednesday	2

## THIRD DIVISION (North)

Stockport	5	Accrington	1
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## SPURS DRAW CUP REPLAY

Bolton Throw Away Good Opportunity

London, To-day.

Bolton and Tottenham yesterday again shared two goals in their Fifth Round replay in the F.A. Cup on the Bolton ground. Extra time was played.—Reuter.



Mr. S. Y. Sun, left, was presented with the Ladies' Purse by Miss Mackie after his record-breaking run on Soldier of Britain yesterday at the Valley—(King's Studio).

## QUEEN VISITS BRITISH INDUSTRIES FAIR

Accompanied By Princess Royal At Textile Section

London, to-day.

Her Majesty the Queen, accompanied by the Princess Royal, Viscountess Harewood, visited the textile section of the British Industries Fair at White City yesterday afternoon.

During the morning, H.R.H., the Duke of York, visited this section of the Fair.—British Wireless Service.

## SINGAPORE NAVAL BASE

Governor Testifies To Importance

Singapore, To-day.

Sir Shenton Thomas, Governor of the Straits Settlements, in a speech to-day declared that by building the Singapore Naval Base people in this quarter of the world would be able to live in peace, and expressed the opinion that the base should be completed with the maximum of efficiency, and as long as he had any influence in the matter it would.—Reuter.

## PARIS AND LONDON DISCUSSIONS

Austrian Ministers To Take Active Part

Vienna, To-day.

Dr. Schuschnigg, the Premier, and the Foreign Minister, Dr. Berger Waldenegg, left for Paris and London yesterday.

It is understood that they are taking a written memorandum dealing with all the questions which are expected to be discussed.—Reuter.

## WEATHER FORECAST

The anticyclone has weakened and moved eastward; it now covers the Yellow Sea, Korea, and Japan. A depression is moving eastward across Manchuria and a shallow depression covers Tongking. The local forecast for to-day, as issued by the Royal Observatory this morning, was east winds, moderate to fresh; cloudy, probably some rain.

## 15-INCH HUMANS

FOSSIL REMAINS FOUND IN INDIA

COWS OF 18 INCHES

Bombay, To-day.

The fossil remains of a human race only 15 inches tall has been discovered in Vadnagar, Baroda State, including a 15-inch pygmy man, an 18-inch cow, and a 10-inch walking-stick. The smallest pygmies hitherto known are Central African, and there are four to five feet in height. It is noteworthy that Homer referred to pygmies of 18½ inches.—Reuter.

## CHINESE ACTORS TOUR RUSSIA

Butterfly Wu And Mei Lan Fang In Party

Shanghai, To-day.

Three Chinese, known throughout China, are heading a party of actors, musicians and film stars on a trip to Soviet Russia to-day.

Leading the party is Dr. W. W. Yen, the Chinese Ambassador to the Soviet, who is en route to resume his duties. The other two are Miss Butterfly Wu, China's most popular film star, and Mei Lan-fang. The latter will present theatrical performances in Moscow and Leningrad, while Miss Butterfly Wu is attending the International Cinema Conference.—Reuter.



H.E. the Governor, right, paid a high tribute to the Hon. Mr. C. Gordon Mackie, left, when presenting a telegram on behalf of the Stewards and officials of the Jockey Club to the visiting Chairman of Stewards yesterday.—(King's Studio).

## NEW LEGISLATION EXPECTED TO HAVE ROUGH PASSAGE

Despite Big Democrat Majority

SENATE FINANCE COMMITTEE ENQUIRY

Washington, To-day.

President Roosevelt has sent a message to Congress recommending a two years' extension of the National Recovery Administration.

Any new N. R. A. legislation is expected to have a stormy passage through Congress, despite the overwhelming Democrat majority, in view of the fact that the Judiciary Sub-committee of the Senate is to investigate the charges that monopolies have been established under the present N.R.A. and that a proposal has also been made for an enquiry before the Senate Finance Committee.—Reuter.

## SOVIETS NOTE TO FRANCE

"Indivisible Guarantee Of Security"

ONLY KEY TO PEACE

Paris, To-day.

The Soviet Ambassador yesterday handed to M. Laval, the Foreign Minister, a note in which the Soviet contends that the peace of Europe is assured only by an indivisible guarantee of the security of all the European States.

An identical note is stated to have been presented to the British Government.—Reuter.

## EASTERN PACT ESSENTIAL

Soviet Anxiety

London, To-day.

An Eastern security pact is considered an essential and integral part of the indivisible European peace guarantee for which the Soviet note calls.

The Soviet recently exhibited anxiety lest the manifest obstacles to an Eastern pact may lead to its abandonment by France and intimated that any such tendency was fraught with the gravest danger to European peace.—Reuter.

## Anglo-French Proposals Welcomed

Moscow, to-day.

The Soviet note to Paris and London welcomes the Anglo-French London proposals and emphasises the necessity of their conclusion for the attainment of European security, but points out the necessity of adopting the most prompt and effective measures to counteract military aggression by pacts of mutual assistance, which are now actively supported by the Soviet, France, Britain, and Italy, as well as the Little Entente and the Balkan Entente, with a joint population of 365,000,000 or 75 per cent. of the whole population of Europe.

It is therefore difficult to suppose that such a majority is unable to strengthen peace by measures of which it is uniformly in favour.—Reuter.







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### COMPANY MEETINGS

#### HONG KONG & SHANGHAI BANKING CORPORATION

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., 18, Pedder Street, Hong Kong, on SATURDAY, the 23rd February, 1935, at 11.30 a.m. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December 1934.

The Register of Shares of the Corporation will be closed from Monday, the 11th February to Saturday the 23rd February 1935 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
V. M. GRAYBURN,  
Chief Manager.  
Hong Kong, 1st February, 1935.

#### THE HONG KONG & KOWLOON WHARF & GODOWN CO., LTD.

#### NOTICE TO SHAREHOLDERS.

THE FORTY-EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, the 7th March, 1935, AT NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended 31st December 1934.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 22nd February, 1935 to THURSDAY, the 7th March, 1935, both days inclusive.

By Order of the Board of Directors,  
F. H. GRAPNELL,  
Secretary.  
Hong Kong, 14th February, 1935.

## Just Received POSTAGE STAMPS CATALOGUE for 1935

Stanley Gibbons  
1st Part British Empire ..... \$4.50  
2nd Part Foreign Countries .. \$7.00  
Whole World ..... \$10.50  
Simplified ..... \$3.50  
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SUNDAY at the STAR

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Queen's Building.

## COMBATTING OPIUM SMOKING

2,618 Addicts Cured In Nanking Alone

Nanking.  
2,618 opium-smokers have been cured of their habits in the municipal opium hospitals, according to an official announcement. For the benefit of those who are still under cure, an educational work is being done with the aid of moving pictures and the pamphlets of an instructive nature. — Chekiang Agency.

## NANKING STUDENTS TO TRAIN

Boys Shoulder Arms Girls As Nurses

Nanking.  
All middle school students in the Capital after this term will be compelled to receive military training. It is learned that joint drills will be held under official supervision once a month in four districts of the city. Girl students will be given training as nurses. — Chekiang Agency.

## JAPANESE MOVING QUARTERS

Shanghai Legation Office Going To Nanking

Nanking.  
In order to keep in closer contact with Chinese affairs and to facilitate the transaction of business, it is learned from Japanese sources that the Shanghai office of the Japanese Legation will be removed to Nanking in the near future. The report is said to have been confirmed by an official of the Ministry of Foreign Affairs. — Chekiang Agency.

## CHINESE Y.M.C.A. MEETING

Office-Holders Elected For Year

At the monthly meeting of the Members of the Board of Directors of the Chinese Y.M.C.A. yesterday evening, the following directors were elected to be officers of the Board for this year: Mr. David W. K. Ah, President; Dr. T. C. Yip, Vice-President; Mr. Mann K. Wong, Treasurer; and Mr. P. C. Kwok, Recording Secretary. During the meeting the budget and policy of the Association for the current year were among some of the important questions discussed and determined.

## BRIDGE NOTES

### STUDY YOUR LEAD!

by Ely Culbertson.

In the struggle of suits, which characterises the play of any hand at Contract Bridge, time is the most precious advantage either side can gain. From the first lead to the last the play of the cards represent a race. Each side is trying to establish its cards as winners, and to do so with the greatest of haste so that actual tricks may be won before the enemy has had an opportunity to win whatever number of tricks may be the goal set for them by the inviolable limits of the final contract. The element of time is not so important when there are no trump suit as when there are no trumps, for every little trump card will finally prevent the loss of a trick even to an Ace, while at notrump only high honours can prevent the opponent from winning tricks in their best suit. The opening lead is therefore of the greatest importance, since it is one additional time unit in the race to establish winning cards. That is the reason—and a very good reason it is—why it is usually important to lead the longest suit when the opponents are playing the hand at notrump. If there is sufficient time, the small cards of that suit, even though they be deuces and treys, will soon have outlasted the powerful Aces and Kings, and will win tricks unopposed.

In the interesting hand below, the right to lead first made a difference in the play of the hand of two tricks, and caused a game contract to be defeated instead of being made with an overtrick.

Both sides vulnerable

North—  
S—4 2  
H—9 5 4 3  
D—10 6 3 2  
C—8 7 4

West—  
S—3 7 6 5 3  
H—A 8  
D—A 7 5  
C—A 9 6

East—  
S—J 10 9  
H—10 7 6 2  
D—9 8 4  
C—5 3 2

South—  
S—A K Q  
H—A K Q J  
D—K Q J  
C—K Q J 10

The bidding:  
South West North East  
SNT Pass Pass Pass

South's opening three-notrump bid was somewhat ill advised—a two-club bid would have been much sounder. But South felt that the hand would surely be played at three notrump in any suit unless North was strong enough to make a Slam try; and being a bold, over-aggressive player, he boomed out the game bid immediately.

West opened the five of spades, and by this play settled South's fate, for the element of time was too great for even South's galaxy of honour to overcome. Three times South, in order to establish his winning tricks in hearts, diamonds and clubs, was forced to relinquish the lead to one of West's Aces. On the opening lead South was reduced to a double spade stopper. He led the club King, and West, winning the Ace, played another spade, which left South with only one remaining stopper. South took his three club tricks and played a diamond, whereupon West won the Ace and drove out South's last spade stopper. Now South could win two tricks in diamonds which made eight in all that he had won, but when he led the heart King and established two winning hearts for himself, he found that he was forced to discard them without gain on West's two remaining spades.

The opening lead was the decisive tempo allowing the contract to be defeated one trick. Had South made the first lead, there would have been insufficient time for West to establish his fourth and fifth spades and South would have won ten tricks instead of eight.

## BRITAIN'S NEW AERODROMES

(Continued from Page 7.)  
branches of His Majesty's Service. The Air Ministry had definitely decided on eleven sites for new aerodromes, Lord Hallam said. Of these six had been actually acquired, or were "well advanced towards acquisition."



Little Manfred Hauptmann forgot his father's absence on Christmas when Santa Claus visited him at his Flemington, N. J. boarding house, only a mile from the court where Bruno Hauptmann was being found guilty of the slaying of the Lindbergh baby.

## RADIO

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wave length of 355 metres (845 K.C.s.)—

### PIANOFORTE RECITAL FROM THE STUDIO

12.30-2.15 p.m.—European Programme  
12.30 p.m.—London and New York Stock and Commodity Quotations  
12.35-1 p.m.—Recorded Music  
1 p.m.—Local Time and Weather Report

1.03 p.m.—Recorded Music  
1.30 p.m.—Rugby Press News, etc.  
2.15 p.m.—Close Down

6-8 p.m.—European Programme  
6-8 p.m.—A Relay of the Dance Orchestra from the Hong Kong Hotel Roof Garden (by courtesy of the Management)

6-8.30 p.m.—Children's Studio Concert  
6.30-7 p.m.—A Relay of the Dance Orchestra from the Hong Kong Hotel Roof Garden (by courtesy of the Management)

7 p.m.—Closing Local Stock Quotations  
7.03-7.30 p.m.—Light Opera and Musical Comedy  
The Pipes of Pan ("The Arcadians") (Ménckton)

Winnie Melville (Soprano)  
Vocal Gems—  
Ruddigore (Gilbert & Sullivan)

Selection—  
Song of the Flame  
The Cockoo (Ruby)  
Vocal Gems—  
C. B. Cochran's 1930 Revue

7.30-8 p.m.—From the Studio  
A Pianoforte Recital by Nura Kania  
1. Carnival ..... Schumann  
8 p.m.—Local Time and Weather Report

8.03-10.30 p.m.—Chinese Studio Concert  
9.30 p.m.—Rugby Press News, etc.  
10.30 p.m.—London and New York Stock and Commodity Quotations

10.30 p.m.—Rugby Press News, etc.  
10.30 p.m.—London and New York Stock and Commodity Quotations  
10.30 p.m.—Close Down

8.30-9 p.m.—A Concert  
Pianoforte Solo—  
Polonaise in E flat (Chopin)  
Jose Echaniz

Songs—  
My Dearest Heart (Sullivan)  
A Summer Night (Thomas)  
Doris Vane (Soprano)

Songs—  
Chu Chin Chow—The Cobbler's Song (Norton)  
Son and Stranger—I'm a Roamer (Mendelssohn)

Violin Solo—  
Shepherd's Madrigal (Kreisler)  
Gypsy Caprice (Kreisler)  
Fritz Kreisler

9-9.30 p.m.—Light Orchestral Music  
Cardas from "The Spirit of the Voyerode" (Grossmann)  
The Czarina (Ganne)  
Songs without words—Potpourri

Because (d'Handelet)  
A Little Love, A Little Kiss (Silesu)  
Bird Songs at Evening (Eric Coates)  
Gipsy Moon (Berganoff)

8.30 p.m.—Rugby Press News, etc.  
10.30 p.m.—London and New York Stock and Commodity Quotations  
10.30-10 p.m.—

1. Vocal Duets—  
Night on the Water  
The Old Covered Bridge  
Layton and Johnstone

2. Piano Solos—  
Nymphs' Exultation  
There's a Ring around the Moon  
Carroll Gibbons and John W. Green

3. Vocal Duets—  
Mood Indigo  
I Cover the Waterfront  
Layton and Johnstone

4. Piano Solos—  
I Want a Fair and Square Man  
Annie's the Darling  
Carroll Gibbons and John W. Green

## PURE DEMOCRACY

(Continued from Page 8.)

"Specialists," he calls them, "bursting with intellectual conceit, devoured by their own systems and inventions, as dungeoned-prisoners are said to be devoured by self-engendered lice. They are not wanting in the learning of the schools, and are fluent preachers of a high-flown morality and of an impending social retribution. They are not patriots, but avowedly anti-patriots, who desire that England should be a model of meekness and complacency, existing only on sufferance. An England that is strong, that stands foursquare to all the winds that blow, master of its fate and resolute, is an idea that makes their hearts sick."

Mr. Oliver does not name the intelligentsia of Socialism whom he thus describes. But there are some Academy portraits which scarcely require a label of identification.

He deals no less faithfully with another class—the "simpletons of good-will." One of these worthies before the war congratulated Sir Edward Grey on the growing friendliness between English and German professors. Grey's reply was that unfortunately the British professors were pacifists, while the Germans were Chauvinists.

Would that this breed of "official pacifists" had learnt their lesson! But no, the survivors are still at it, and they have hatched off another and perhaps more numerous brood.

### Political Morals

There is also a brave section on the morals of the politician. Mr. Oliver is not the only author of high repute who has found that a very difficult theme to handle. He sorrowfully accepts the fact that the standard of political morality is—and must be—different from that of private morality.

"When you are dealing," he says, "with a trickster like von Buelow it is merely silly to persist in acting as if he were an open-hearted gentleman like yourself." He continues:

"Cheat is an ugly word, but a cool survey of the past three-quarters of a century will disclose the melancholy fact that there has hardly been a single eminent statesman who has not practised deceptions which in private life no one would forgive. Some have been more shameless than others; but not one has played fair from first to last."

A Cavour once said, "What rogues we should be considered if we did for ourselves what we do for Italy." Only a professed Machiavelli or those who preach in its new forms the deadly and immoral—they call it a moral—doctrine that the State can do no wrong can read without uneasiness such a cold-blooded avowal. It had been thought till recently that the general conscience of the times throughout the civilised world had moved some distance away, however painfully and slowly, from such a standpoint.

### Time's Worst Signs

But it is not so. To mention no others, the Dictators, Red and Black, not merely drug the moral conscience of the State, but deny discussion, and said, "Haldane, the property of its presence. Is what do you think?" "Yes," they are there is one of the worst signs of the different," Haldane replied, "but they should approximate."

(Continued At Foot Of Next Col.)

## Amusements

### Cinema Notes

#### "HAVE A HEART"—QUEEN'S THEATRE

"Have a Heart," Jean Parkers' first starring vehicle for the Metro-Goldwyn-Mayer studios, is the current attraction at the Queen's Theatre. It is truly a great love story—its romance will stir the heart of every spectator with sympathetic interest.

The wholesome theme of the picture concerns the regeneration of a crippled girl through a romance that gives her the will to overcome her handicap and marry the man of her heart.

Into the simple plot are packed comedy, pathos, tragedy, hope and courage, with the colourful background of New York's lower east-side "Ghetto" district.

As Sally, the young dancer, who is forced to take up doll-making for a living after a tragic accident, Miss Parker has a role ideally suited to the vivid warmth of her screen personality.

The male lead is played by James Dunn, who gives sympathetic warmth to the part of Jimmie Flaherty, vendor of ice cream, who sells his goods in heart shapes for a nickel, but finds one heart he couldn't buy or sell for a million dollars.

Comedy highlights are provided by Una Merkel and Stuart Erwin.

#### "20TH CENTURY"—KING'S THEATRE

For the first time in his screen career John Barrymore is featured in a full-length comedy, "20th Century," a Columbia release, now at the King's Theatre.

Written by Ben Hecht and Charles MacArthur, the picture tells the story of an eccentric, self-centred and eccentric theatrical producer, and his efforts to sign to a contract a great stage star, Lily Garland. She has previously been in his employ and will have nothing to do with him. The producer finally tricks her into signing, but only after resorting to stratagems that are highly hilarious.

Carole Lombard is seen as Barrymore's leading lady and audiences will witness an entirely new Lombard as the Lily Garland of the play. She is seen first as a lingerie salesgirl making her first attempt to act, and later as a sophisticated, temperamental spitfire, ready to fight at the slightest excuse.

The supporting cast includes Walter Connolly, Roscoe Karns, Ralph Forbes, Etienne Girardot and Charles Levison.

#### "THE MAN WITH TWO FACES"—ALHAMBRA THEATRE

The Alhambra Theatre is now showing Edward G. Robinson, the noted character actor, in "The Man With Two Faces," a First National release.

The picture, which is based on the stage play by G. S. Kaufman and Alexander Woolcott, unfolds the story of a theatrical family, the identity of whom is a mystery.

The mystery evolves about the strange murder of the husband of a brilliant actress, a man of evil as if he were an open-hearted gentleman like yourself." He continues:

"Cheat is an ugly word, but a cool survey of the past three-quarters of a century will disclose the melancholy fact that there has hardly been a single eminent statesman who has not practised deceptions which in private life no one would forgive. Some have been more shameless than others; but not one has played fair from first to last."

A Cavour once said, "What rogues we should be considered if we did for ourselves what we do for Italy." Only a professed Machiavelli or those who preach in its new forms the deadly and immoral—they call it a moral—doctrine that the State can do no wrong can read without uneasiness such a cold-blooded avowal. It had been thought till recently that the general conscience of the times throughout the civilised world had moved some distance away, however painfully and slowly, from such a standpoint.

Time's Worst Signs  
But it is not so. To mention no others, the Dictators, Red and Black, not merely drug the moral conscience of the State, but deny discussion, and said, "Haldane, the property of its presence. Is what do you think?" "Yes," they are there is one of the worst signs of the different," Haldane replied, "but they should approximate."

(Continued At Foot Of Next Col.)

## ARM NUMB WITH RHEUMATISM

### Woman's Thanks to Kruschen

"I have been suffering from rheumatism for years. At one time I could scarcely walk with pains in my feet. The thumb of my left hand was so stiff I could only bend it with the aid of the right hand. I was afraid to go to bed, as my right hand and arm up to the elbow used to go numb, and the pain was just terrible until I got the circulation going again. I started to take a half-teaspoonful of Kruschen in a glass of hot water before breakfast, and believe me I feel a different woman. I tell everyone what I take, and the good it has done me."—(Mrs.) W. A. B.

Kruschen contains six mineral salts which tone up the liver, kidneys and stomach—and keep them working smoothly and efficiently. The reward of this internal cleanliness is a freshened and invigorated bloodstream. Poisonous uric acid is expelled through the natural channels, and the pains of rheumatism cease. And as you continue with Kruschen, your whole being—body and train—responds to its purifying force.

Ryron, John Eldredge, David Landau, Emily Fitzroy and Henry O'Neill.

#### "RAIN"—ORIENTAL THEATRE

"Rain" a story with an exotic background, tense emotional appeal, and swift plot action, supported by an extraordinary cast, is the current attraction at the Oriental Theatre.

The glamorous Joan Crawford takes the leading role as Sadie Thompson, a blithe little "unfortunate" from San Francisco's Barbary Coast.

A flashy, materialistic little girl with a crimson past is thrown into enforced contact with a rabid moral reformer and his bible-reading wife. The reformer must needs try to "save" the girl; the girl must flaunt her charms before the reformer.

#### "THE CRIME DOCTOR"—MAJESTIC THEATRE

Those who are interested in the psychological aspects of crime, as well as persons "who reveal in detective stories" will have a real treat when they see RKO-Radio's "The Crime Doctor," now at the Majestic Theatre.

The picture, featuring Otto Kruger, Karen Morley and Nila Asther, deals with a strange murder case, stressing particularly the heart motive for the crime and depicting the emotional upheaval which destroys the normal balance of the killer, making him a menace to society.

A novel twist to the climax is so handled that it comes as a complete surprise.

#### "THE LODGER"—STAR THEATRE

Elizabeth Allan and Ivor Novello are featured in this famous play, written by Mrs. Belloc Lowndes and is produced by the Twickenham Studios.

"Elizabeth Allan has never done anything more sincere and true to life than the characterization of an 'inconspicuous little' Londoner in this film, while Ivor Novello plays the part of the mysterious lodger with strange and mystical touch. He cleverly maintains the suspense of the action by his deliberation, and the dialogue is at all times as mystifying as his movements and general attitude."

A. W. Backcomb, Barbara Everest, and Jack Hawkins are in the supporting cast.

## INTER-PROVINCIAL HIGHWAYS

Rapid Construction In Past Few Years

8,500 KILOMETRES OPENED TO TRAFFIC

Nanking.  
Inter-provincial highways constructed in Kiangsu, Chekiang, Kiangsi, Anhwei, Hupeh, Hunan, Fukien, and Honan; under the supervision of the National Economic Council during the past few years, now measure, it is learned, 8,500 kilometres. Seventy thousand young trees have also been planted along the side-walks of the North-west trunk roads.—Chekiang Agency.



# Sporting Page

## BOUGHTON'S PENALTY GOAL SAVES ENGLAND FROM DISASTER



Mr. Wonder's Racing Heart (Mr. A. J. P. Heard) broke High Finance's 1 Mile 171 Yards record by one and four-fifths seconds at the Valley yesterday. (King's Studio).

### YANKEE'S VISIT TO ENGLAND IN TWO MONTHS TIME TO RACE AGAINST THE ENDEAVOUR

FIRST BIG U. S. YACHT TO VISIT SINCE 1894

New York. Mr. Gerard Lambert's famous sloop Yankee, which is to race in English waters this year against Endeavour and other big yachts, will leave Boston early in April. Yankee, the first U. S. yacht of America's Cup class to compete abroad since Vigilant's unsuccessful venture in foreign waters in 1894, will be escorted on the crossing to England by the three-masted auxiliary schooner Atlantic in which the owner will travel.

**To Have Steel Mast**  
Yankee will have yawl rig for the ocean trip, with her spars sails cut down to much smaller than normal racing size. A complete set of new racing canvas is now being made for her at Ratsey's yard, and she will also be equipped with a new steel mast and a set of steel-rod rigging, similar to that used by Endeavour last summer.

Mr. Lambert has invited Mr. Charles Adams, skipper of Resolute in 1920; Mr. Frank Paine, who designed Yankee; and Mr. George Nichols, former commodore of the New York Yacht Club, to race with him.

Yankee is now laid up near Boston, where a complete new interior is being built in her.

British criticisms during last year's Newport races of Rainbow's alleged deficient living quarters have not been forgotten, and there will be no question about the comfort or weight of Yankee's cabin fittings when she appears at Cowes.

### FASTER BOAT THAN RAINBOW?

No "International Duels"

(By Major R. Heckstall-Smith)  
Yankee may be expected in England in time to take part in the opening regatta at Harwich on June 1. She is likely to remain for the rest of the season and sail about 40 races along the English coast, including the Cowes week from Aug. 8 to 10, and finishing at Dartmouth on Aug. 31.

Last year the Yankee, owned by a Boston syndicate and sketched by Mr. Charles Francis Adams, was the closest possible competitor against Rainbow in the trials for the defence of the America's Cup. Many judges considered her a faster boat than Rainbow, but the latter was possibly more trustworthy.

Mr. Gerard Lambert, her new owner, is especially anxious to sail in the English regattas with a Club to tour England and the Continent next summer.

### TRIANGULAR HOCKEY WIN FOR ARMY CLUB TROUNCED BY FASTER TEAM

RODGER AND GREGORY SHINE

JACK RODGER, SKIPPER OF THE SIDE, SAVED THE CLUB FROM A GREATER DEFEAT THAN 5 GOALS TO 1 IN THE TRIANGULAR HOCKEY TOURNAMENT AT KING'S PARK YESTERDAY. HIS FEARLESS TACKLING IN THE FACE OF OVERWHELMING ODDS SAVING MANY DESPERATE SITUATIONS.

The Club, who played for the first 10 minutes with only 10 men, J. E. Potter arriving late, and with S. Reed, a reserve forward, who substituted for G. E. R. Divett, who was unable to play owing to a injured finger received at cricket, played a very uninspiring game, their forwards being particularly listless. The only players to shine were Lay, in the first half, and Tetley, in the second, but their movements were unsupported.

The combination in the Army excellent reverse stick centres. The Army custodian, Hollingsworth, saved his team on occasions, clearing the few stray shots in great style. His anticipation again made him outstanding.

**Khan Bahadur Good**  
Of the two backs, Khan Bahadur played the "safest" game, clearing well with first-time shots, while Metcalfe stopped badly and was inclined to under-cut the ball when clearing. Had the Club forwards followed up better they would have got past him on several occasions, as he was very unsteady when under pressure.

The whole intermediate line combined splendidly and allowed very little to pass them. Dulla Singh, who was playing with an injured knee, had Lay well covered throughout. Although slower than usual, Dulla Singh fed his forwards with consistently accurate passes. Both Williams and Alaf Din supported him magnificently.

**Gregory's Great Game**  
Gregory, in goal, played one of his most outstanding games of the season, clearing with well placed kicks and hits. He made a great effort to save every shot which came his way, and could not be blamed for the five that passed him. Rodger, at right-back, played a splendid game, being conspicuous for his interceptions. Army attacks up many determined Army attacks. His reverse-stick clearances were also unusually accurate. He had his hands full in looking after the Army left-wing combination, Lal Singh and Kartar Singh, and, although he lacked their speed, his anticipation played a big part in checking their play to a certain extent.

E. V. Reed played well below his usual standard, wild hitting giving away several short corners. Garthwaite was too good for him and outpaced him in every move.

**"Willy" Reed's Good Defence**  
The Club half-back line lacked combination and had it not been for W. A. Reed they would have been practically useless against the Army forwards. Reed played his usual steady game, but his passes were not as accurate as usual. He however, held Senior well.

Selfishness spoiled the Club forwards. The best forward on display was the substitute, S. Reed, who played at inside-right. He made several attempts, but was nearly always stopped by Khan Bahadur, the Army left-back, or else shot wide.

**Lay Too Selfish**  
Owen Hughes, on the right-wing, was starved, but the little he did was unimpressive. Lay at centre-forward, attempted many solo efforts, but soon found that the Army full-backs were too good for him. On one or two occasions he had hard luck with shots at goal. He was well supported by Tetley, who combined well.

Mackay, on the left-wing, gave a very disappointing display. At times, however, he sent across some

**LONSDALE CUP TO AMATEUR CRUIST**

Lord Lonsdale, president of the Billiards Association and Control Council, is to present the cup to the new amateur champion after the final at Burroughes Hall on March 22.

**ACROBATIC DIVER FOR ENGLAND**

Al Phillips, Canadian acrobatic diving champion, has accepted the invitation of Highgate Diving Club to tour England and the Continent next summer.

### TALL AUSTRALIAN POLICEMAN KNOCKS HIMSELF OUT

Struck on Chin By Tennis Racquet During Match

"Who hit me?" exclaimed Constable Ted Pratt, a 6 ft. 2 in. Sydney policeman, as he emerged from a three-minute spell of unconsciousness at the Katumba municipal tennis courts recently. Then it was explained to him that he had hit himself, that in playing he had struck himself on the chin, with his racquet, knocking himself out.

### RECREIO WIN AT BADMINTON

Sailors' And Soldiers' Home Beaten

Playing in the "B" Division of the Men's Doubles Badminton League at King's Park last night the Recreio defeated the Sailors' and Soldiers' Home by 7 games to 2.

A. E. Collins and W. H. Saunders, the victors' No. 1 pair, were the strongest combination for their team, winning two games.

The scores were:—  
A. E. Collins and W. H. Saunders (Recreio) 19-21  
lost to A. E. Collins and W. H. Saunders 21-19  
beat W. H. Smith and Yang Chan 21-2  
beat R. H. Clarke and M. Bussey 21-11  
L. A. Silva and A. Silva (Recreio) 21-10  
beat Collins and Saunders 21-10  
beat Smith and Yang Chan 21-13  
beat Clarke and Bussey (Recreio) 21-10  
lost to Collins and Saunders 21-24  
beat Smith and Yang Chan 21-4  
beat Clarke and Bussey 21-18

### "KID" BERG TO MEET LOCATELLI

Italian Boxer Who Has Won Twice

POSSIBLE PRELIMINARY TO TITLE FIGHT

London. "Kid" Berg, the man America said was "finished," is now set firmly on the road back to the top. His reward for a grand display of courage and attacking skill, which enabled him to beat the French champion, Gustave Humery, is a match with Cleto Locatelli, champion of Italy. They meet at the Albert Hall this month.

**Match is Important**  
The match is important. Locatelli, despite an unexpected defeat recently by Humery, has been invited to go to America and box for the world's title against Barney Ross.

Locatelli has beaten Berg twice—in 1933 and 1934, but both defeats were during the period of Berg's slump, from which he is now reviving.

**Stick off a hard shot from S. Reed.**  
In the second half, the Army displayed an even greater superiority and over-ran the Club, Rodger and Gregory, being their only obstacles.

The Army's third goal culminated a spectacular run down the left wing, Lal Singh flashing in an unstoppable shot.

The next two goals were scored by Garthwaite, the first from a corner and the second during a melee.

Club:—C. L. Gregory; J. Rodger (Capt.) and E. V. Reed; J. E. Potter; W. A. Reed and G. Sommer; H. Owen; Hughes, S. Reed, A. T. Lay, J. L. Tetley and N. A. E. Mackay.

Army:—Pte. Hollingsworth (Lincoln); Lieut. V. W. Metcalfe (H.K.S.R.A.) and Sep. Khan Bahadur (Punjab); Lieut. J. P. Williams, NK Dallah Singh, (Punjab); and L/NK Alaf Din (Punjab); Sig. May (Royal Corps of Signals); Lieut. C. C. Garthwaite (H.K.S.R.A.), capt. W. O. Senior (A.E.C.) L/NK Kartar Singh (Punjab); and L/NK Lal Singh (Punjab).

**STANDINGS TO DATE**

Goals  
P. W. L. D. F. A. Pts  
Army 3 2 1 8 12 6 2  
Club 13 1 1 1 4 6 2  
4 1 2 1 6 10 3

### RECORD CROWD SEE RUGBY CLASSIC

ENGLAND BACKS FAIL TO BREAK THROUGH

GREAT TACKLING FEATURES GAME

(By V. G. DAVIES)  
A SPLENDID PENALTY GOAL BY BOUGHTON TEN MINUTES FROM THE END ENABLED ENGLAND TO DRAW WITH WALES BEFORE A RECORD CROWD AT TWICKENHAM IN THE SEASON'S FIRST INTERNATIONAL. WOOLLER HAD SCORED AN UNCONVERTED TRY JUST AFTER HALFTIME, AND A DRAW WAS REALLY A VERY FITTING RESULT.

As we expected, the English forwards were the better, but the Welsh backs had more thrust about them. However, nobody was ever allowed to get far with the ball, the covering of both sides being exceptionally good and the tackling better and fiercer than I can remember seeing for a long time.

THE ENGLISH FORWARDS GOT THE BALL SO REGULARLY THAT THEY WERE BOUND TO BE MORE OFTEN ON THE OFFENSIVE, BUT IT WAS OBVIOUS FROM THE START THAT POWELL, SKYM AND REES WERE NOT GOING TO ALLOW GILES TO SETTLE DOWN IF THEY COULD POSSIBLY PREVENT IT.

Taking every advantage of the latitude allowed them by the referee, they worried Giles to such an extent that he was nothing like as good as he had been in the final trial. To his slowness in getting the ball away must be attributed much of the ineffective English midfield play.

But I doubt if Giles will ever have a more difficult task than he had in this match. Powell is so big and strong that he is very difficult to contend with, and he certainly justified his inclusion, if only for his spilling work.

**Powell's Worth**  
Actually, however, Powell did a lot more than that. His long passes gave Cliff Jones plenty of room to work in. Some of these passes were wild, but only a few in comparison with the good ones, and Cliff Jones has such a wonderful pair of hands that he can do anything he can reach. He gave a superb display.

He has such wonderful balance that he is equally elusive whether he is getting in a defensive kick under pressure or weaving his way through a crowd of players. The England forwards were able to catch him only once and then they nearly scored.

Cliff Jones did far more for his three-quarters than Candler, who was very disappointing in attack but defended well. As was feared, this was the weak spot in the English side, but even so Cramer and Heaton had sufficient of the ball to have engineered an opening had they been good enough. Cramer seems, for the moment, to have lost his form and appears stale after a strenuous University season. Heaton was unable to get past Davy; as a result Booth scarcely touched the ball throughout the match, but Leyland put in some fine runs down the left touch-line, one of which was particularly good and all but led to a score.

**Splendid Reverse Pass**  
Still, if their attack was innocuous, they rendered the Welsh attack very nearly as impotent. Cliff Jones, Wooller, Davey and Bassett, however, all looked as though they might cut through at any moment. Cliff Jones did break through twice on his own, but he was unable to make use of the advantage, so well had the defence covered up.

Wooller beat Cramer twice, but much of the credit for the first score must be given to Powell, who sent Cliff Jones away with a splendid reverse pass. He made a perfect semi-opening for Wooller, who went all out for the line. I do not believe anybody in the world could have stopped him as he was going.

This was the only try scored, and Jenkins' failure to convert from an easy position cost Wales the match. Bassett, on the left wing, was the most difficult man on the field to bring down, but even he seldom got very far, while Cowey, on the other wing, was a passenger for most of the second half owing to an injury to his leg. He could do little.

(Continued on Page 11)

**LESTER STOEFFEN ON STOEFFEN**

Answers Taunt Of U.S.L.T.A. Head

WORLD'S BEST DOUBLES PAIR

Lester Stoeffen thinks that Lester Stoeffen and George Lott are America's best doubles players.

Listen to him answering the taunt of Mr. Walter Merrill Hall, the American L.T.A.'s president, that there are doubles teams as good as the Stoeffen-Lott combination:

"What other teams are almost as good? Can those boys, Gene Mako and Donald Budge, win the American and Wimbledon championships and the Davis Cup challenge round doubles in one year? I won't believe it until they do."

**Experience Counts**  
Stinging the mule all the way, Stoeffen—now turned professional with Lott—adds:

"With Lott and me there the Americans would have been assured of at least one point in any trophy series. But with Mako and Budge they will not be certain. It takes experience to win tournaments, and those youngsters have not had it."

There is nothing boastful about Stoeffen's candour, the records show how perfectly true every word of it is. Truth is, of course America would be delighted to have Stoeffen and Lott for the Davis Cup were they not in the money-ranks.

**BABE RUTH BACK HOME**

Royally Welcomed By Large Crowd

PLAYER'S CONTRACT?

New York, To-day. Babe Ruth, former baseball star of the world, returned, here yesterday from Paris and was royally welcomed by a throng of reporters, friends, and baseball enthusiasts.

Ruth is uncertain regarding his plans, and is even considering a player's contract. "One thing is certain—if I sign a player's contract this year it will have to be as a regular and not pinch-hitter," he said.

He insisted that he did not want to leave baseball and was anxious to get back into uniform, and hinted that he has a proposition under consideration, refusing to specify the offer beyond saying that it was to do with "big league" baseball. —Reuter.



Mrs. Frost leads in Pontiac Bay (Mr. L. G. Frost) after his success in the Grand Stand Stakes yesterday. Mr. L. Dunbar, the leading owner, is seen on the right. (King's Studio).

### "FEAR" CUP ON SUNDAY

Draw For Kowloon Golf Club Event

The following is the draw for the "Fear" Cup to be played over 36 holes medal play on Handicap on Sunday at the Kowloon Golf Club:

9.00—J. G. Charlton v. H. Mundy.  
9.04—W. Stoker v. W. Groves.  
9.08—A. J. Dennis v. E. Black.  
9.12—A. A. Andrews v. W. Ahern.  
9.16—E. D. da Rosa v. W. Stewart.  
9.20—A. W. da Rosa v. W. Taylor.  
9.24—T. Seddon v. E. H. Watts (15).  
9.28—E. F. Barnes v. D. M. Cameron.  
9.32—J. Gellatly v. R. Henderson.  
9.36—T. Henderson v. J. L. Rapley.  
9.40—E. Collings v. C. G. Anderson.  
9.44—W. J. Woolley v. J. J. King.  
9.48—J. M. Martin v. D. Parsons.  
9.52—A. Urquhart v. A. T. Briley.  
9.56—W. Hirst v. A. A. Hooper.  
10.00—C. R. Rosen v. W. Geall.  
10.04—W. Excell v. J. G. Meyer.  
10.08—H. C. Borne v. W. Kershaw.  
10.12—A. Eastman v. W. Simpson.

The afternoon's first pair will start at 1.45.

Stewards of the course—H. H. Mundy, R. Henderson, and A. Eastman.

### CAPTAIN'S CUP

The following is the draw for the Captains' Cup First Round, to be played on March 3:

R. Henderson v. R. K. Collings  
G. Milne v. W. Taylor.  
L. D. Purves v. W. Hirst.  
W. C. Simpson v. D. C. Wilson.  
F. C. Murphy v. S. Macdonald.  
F. C. Barry v. W. J. Woolley.  
F. E. A. Remedios v. A. J. Dennis.  
J. G. Charlton v. W. Ahern.

Match play 18 holes. Final 36 holes.

### AMERICA RANKS FIRST TEN GOLF PROFESSIONALS

BRITISH BORN MEN THIRD AND FOURTH

WALTER HAGEN AND SMITH MISSING FROM LIST

In view of the Ryder Cup match, to be played this year in the United States, the ranking list of America's first 10 professional golfers is interesting.

The list, issued by Olin Dutra, the Open champion, places the diminutive Paul Runyan at the head, while second place goes to Ky Laffoon, a new player, who came into prominence last season.

Third and fourth places go to British-born golfers—Harry Cooper, and T. D. Armour—respectively. Sarazen is fifth, Horton Smith sixth, W. Cox seventh, R. T. Cruickshank and J. Thomson (former Scottish players) eighth and ninth, and Craig Wood tenth.

**Hagen Excluded**  
This is a vastly different ranking list from that of Sarazen's of the previous year.

The names of Walter Hagen—still described as the "Napoleon of Golf"—and Macdonald Smith, one of the world's greatest stylists, are missing. J. Kirkwood and W. Macfarlane, the player who once beat Bobby Jones in a tie for the championship, are also excluded.

Golf's heroes are ever changing.











# STRANGE CONTRAST BETWEEN TWO GREAT WOMEN FLIERS

## EUROPEAN CHARGED AND DISCHARGED

### Obstruction On Foot-Path

#### COMPANY NOT INDIVIDUAL AT FAULT

Appearing before Mr. A. W. G. H. Grantham at the Kowloon Magistracy this morning, Mr. H. H. Mundy, of Messrs. Dodwell and Company, residing at No. 26, Hankow Road, top floor, pleaded not guilty to two summonses against him, for creating a nuisance by throwing a quantity of house rubbish into the street from No. 20, Hankow Road at 12.45 p.m. on January 29, and for causing obstruction by leaving a large packing case on the foot path of Hankow Road at the same time, but after the evidence of the Indian constable he was discharged on both counts.

In his evidence the constable stated that at about 12.10 p.m. on the day in question he was on duty in Hankow Road when he saw five coolies with a large packing case and a frigidaire on the foot path. He went up to them and cautioned them to remove the box. When he returned about half an hour later the box was still there, and he saw a coolie throw some rubbish on to the road. He arrested the coolie and after making him pick the rubbish up started to take him to the police station.

On arriving at the junction of Peking Road and Hankow Road, the constable said the defendant stopped him and released the coolie and asked what the matter was. The constable handed his book to the defendant and asked him, in English, to put down his name and address, which the defendant did. At 4 p.m. on the same day, when he went off duty, he reported the matter to Inspector Stimson, who is in charge of the Water Police Station.

#### Makes Enquiries

Mr. Mundy then said that he lived three doors away from the scene, where a job was being done by Dodwell and Company, but not by his department. He had passed the constable outside the Star Theatre with the coolie in his custody, but paid no attention to it thinking that it was just an ordinary affair. He later saw the driver from Dodwell's lorry, whom he recognised, running towards the policeman, so he stopped and watched. A long conversation took place between the driver, coolie, and constable, after which they all returned to the spot where the coolie was alleged to have thrown the rubbish.

He went up to them and enquired as to the reason for the trouble. The constable tried to explain in Chinese, but the defendant made it understood that he did not know what he was speaking about, whereupon the constable took out his book and gave it to the defendant saying "Put name book". The defendant concluded by saying that he never saw any box on the footpath.

In discharging the defendant, His Worship stated that Dodwell's should have been summoned with the obstruction, instead of Mr. Mundy.

## LOCAL NEWS BREVITIES

The R.M.S. Empress of Canada, after her annual overhaul, will berth at the Kowloon Wharf at 9.30 a.m. to-morrow, prior to sailing at 7 a.m. next Tuesday.

An unclaimed telegram for Downe Williams, from Singapore, is lying at the Eastern Extension Telegraph Co., Ltd.

Sentence of two months' hard labour was this morning imposed on Wong Chai, a kept woman, of No. 11 Tai Wong Street East, by Mr. W. Schofield at the Central Magistracy, for the larceny of six gold finger rings, a wrist watch, and some clothing.

The R.M.S. Empress of Russia is due here from Shanghai next Thursday at 10 a.m. and will leave for Manila at 6 p.m. on the same day.

An attempt to rob a Chinese detective in plain clothes in a tram-



Jimmy Doolittle, one-time speed king of the United States Army air corps, stopped setting transcontinental records because his wife thought it was too dangerous. She was flying with him when he set a new record for spanning the country by flying from Glendale, California, to New York in 11 hours and 59 minutes. He is seen helping her from the ship (inset) on their arrival.

## MAJOR DOOLITTLE IN NEW RECORD CROSSES AMERICA IN LESS THAN 12 HOURS

### RICKENBACKER BEATEN BY SOME MINUTES

MAJOR James H. Doolittle, noted speed flier, established a trans-Continental record for transport aeroplanes on January 15, touching his wheels at Floyd Bennett Airport, New York, 11h. 59m. after his takeoff at Los Angeles.

## TRAFFIC LANES FOR AIR

### MARKED BY RADIO BEACONS

#### AVIATION EXPERT'S SUGGESTION

Suggestions for developing air transport in Britain were made at the first conference of the Air Transport Section of the Society of British Aircraft Constructors at Grosvenor House.

The delegates represented air line operators, municipalities, and owners of air ports and aerodromes throughout the country.

Major R. H. Thornton, chairman of the Liverpool Civil Aviation Committee, in a paper, suggested:

Beacons for air routes;  
The setting up of a national airways board;  
An hourly service between London and Manchester at 200 miles an hour.

(Continued on Page 11)

car was revealed at the Central Magistracy this morning when Cheung Sang, a 35-year-old unemployed, was convicted and sentenced to three months' imprisonment by Mr. W. Schofield.

A fine of \$20, in default one month's hard labour was this morning imposed on Chan Chai, a coolie, by Mr. W. Schofield at the Central Magistracy, for stealing four pounds of lead, the property of the Takoo Dockyard. The lead was found tied around accused's neck.

A fine of \$5 was imposed on Mr. Remedios of No. 6 Humphreys Avenue, by Mr. A. W. G. H. Grant, ham at the Kowloon Magistracy, for allowing his dog to wander in Cameron Road at 11.30 a.m. on February 3 without a muzzle.

## MISS EARHART AND AMY MOLLISON

### WHAT IS LEFT FOR THE RECORD-MAKER?

#### NO JOB, NO PROSPECTS

TWO women, both world famous as aviators, stood out recently in sharp and piquant contrast.

Amelia Earhart, wife of the American publisher Putnam, landed at Oakland, California, after flying from Honolulu, 2,400 miles across the Pacific. She is the first woman to fly the Pacific alone. She is the only woman who has flown the Atlantic alone.

And in London, sitting in her Park-lane flat, Amy Mollison, who ranks with Miss Earhart as the greatest woman pilot, complained that record-breaking flying was finished, and that she could not find a job.

## UNITED STATES WOMAN FLIER'S MANY "FIRSTS"

### AMELIA EARHART'S BRILLIANT LIST

#### MORE THAN ANY WOMAN OF TO-DAY

Amelia Earhart stamped her name indelibly into the newspaper headlines in 1928 by becoming the first woman to fly successfully across the Atlantic, and her aerial accomplishments since have made her indisputably America's premier woman aviator.

She probably has more worthwhile "firsts" in her record than any other woman of her generation. They include:

First woman to fly the Atlantic.  
First woman to fly solo across the Atlantic.  
First person to fly the Atlantic twice.

First woman to fly an autogiro.

First person to cross the United States in an autogiro.

First woman to receive the Distinguished Flying Cross.

First woman to receive the National Geographic Society's gold medal.

First woman to make a transcontinental non-stop flight.

Holder of women's transcontinental speed record: 17:07:30.

Former holder of women's international speed record—181.18 m.p.h.

First woman licensed in the United States to carry passengers for hire in cabin planes weighing up to 7700 pounds.

And now, first woman to fly the Pacific, from Honolulu to California.

## STRENGTH IN AIR

### SIX MAJOR POWERS COMPARED

The relative strength of the six major air powers is as under:

Country	No. of Military Planes
Russia	3000
France	2286
United States	2280
Italy	1507
Britain	1484
Japan	801

If the proposed 2,400 planes should be added to the United States Army air forces, first place would be obtained with a total of 4,680 military aeroplanes. The extra 600 are naval planes.

## FIRST AMERICAN STATE TO REGULATE FLYING

Connecticut was the first State of America to regulate flying. An act of the legislature in 1911 required the licensing of "aeroplanes and aeronauts," the administration of this act to be in the hands of the secretary of state.

The United States has exported aeroplanes to purchasers in foreign countries almost from the time the first aeroplanes were built.

Five thousand people crowded the Oakland aerodrome to welcome Miss Earhart.

She left Honolulu saying that she was merely going on a test flight. Eighteen hours later she landed in the United States. She is the first person, man or woman, to fly solo from Honolulu to the American coast.

She did not circle round the landing field, but shot down so rapidly that the crowds below were uncertain of her identity.

When the cockpit opened she appeared, fresh and smiling, with her blonde hair not even tousled.

Amelia Earhart was the first woman to fly the Atlantic as a co-pilot in 1929. She flew the Atlantic alone in 1932, landing in Ireland.

#### No Work

And about the same time Amy Mollison was saying that she has no definite plans for the future, no job, and no prospects.

"Record flying is finished. There is nothing in it any more," she said.

"Many people will think I am grouching. I am not. I am merely telling the truth."

"Any more record flying—as it exists at the moment—would be mere repetition. And nobody seems ready to accept anything really new."

"I have an idea for a stratosphere flight, but I cannot get any one to help me finance it."

"So what can I do? I can't go back to office job, after becoming accustomed to the life I have led. And such a thing is very difficult to find."

"I was to have joined Hillman's Airways. Then Mr. Hillman died, and everything was left unsettled. I suppose that has fallen through."

"I don't know what I am going to do."

Mr. and Mrs. Mollison have sold their 200 m.p.h. Comet racing airplane to the Portuguese Government. About \$5,000 was paid for it.

## BRISTOL COMPANY EXTENDS

### Pioneer British Firm in Plane Building

#### ENGINES IN USE ALL OVER THE WORLD

Founded in 1910, The Bristol Aeroplane Company Limited, of Filton, Bristol, were one of the pioneers in the British aeroplane industry. Their various "Bull-dog" models have achieved a very high reputation, and the MK II A model, in particular, has been adopted by the air forces of several countries, in addition to our own Royal Air Force.

The firm began the manufacture of air-cooled engines in 1919, since when their position has steadily improved, licences for the manufacture of Bristol engines having been granted to firms in a large number of European countries, and also in Canada and Japan. The engines are in use in a considerable number of air forces and are widely used by Imperial Airways, Limited.

During the past year, the demand from various countries for the British-built engines has been



Mrs. Amelia Earhart Putnam, the first woman to span the Atlantic and most of the Pacific in a solo flight, is still "my baby" to Mrs. Amy Earhart, the New England-born resident of Los Angeles. Her mother fondly shows photographs of Amelia at the ages of 3 and 7, reproduced here from the family album, as America takes off its hat to Mrs. Putnam, shown above as she was given a New York greeting.

## NEW FIGHTERS FOR R.A.F.

### NEW MIAMI-NEW YORK MARK ESTABLISHED

#### Time Cut By Two Hours

Averaging 183 miles an hour, an Eastern Air Lines passenger plane set a new Miami to New York record on January 14, racing the 1,200 miles in 6h. 34m. and 20s. Twelve passengers were carried in the plane, with Dick Merrill as pilot and E. A. Barber co-pilot. The time made was two hours faster than any previous flight by the lines.

## AUSTRALIAN AIR MAIL

### Growing Popularity Of Service

#### 10,000 LETTERS A WEEK

The number of letters sent from Britain to Australia by each weekly air mail is now over 10,000.

When the service was opened, on December 8, 1,031 lb. of mail was carried, representing about \$0,000 letters. This figure was, of course, exceptional, and presented no fair estimate of what might be expected in the future. Thousands of philatelists sent letters so that they might have copies of the first air mail stamps, and many early Christmas greetings were included.

Proving Its Value

On December 15 506 lb. of mail was carried, and on the following weeks the amounts fell to 328 lb. and 290 lb. respectively. On January 5 the amount rose to 355 lb. and each following plane carries an even larger amount.

"The new service has proved its value to several firms in this country," said a Post Office official. "It has been used very successfully to send samples of goods to Australia. Actually the air mail has stimulated trade with Australia as well as caused an increase in the total amount of mail carried—by ship as well as by air."

The cost of letters or packages by this service is now 1s. 3d. per 500, but, as already announced by the Postmaster-General, all first-class mail for the Empire will eventually be carried by air for 15d. Before this becomes an economic proposition, however, each weekly mail will have to amount to 25 tons.

Balchen, the world famous aviator, may be asked to take charge of Norway's developing commercial aviation, the newspaper Tidens Tegn says. He has often expressed a desire to live in Norway when he finishes with aviation.

## Britain's New Aerodromes

Eleven new aerodromes are to be constructed in Great Britain for the Royal Air Force. The Minister of Air, Lord Dunsford, has announced that the Government could now give a definition of our needs for National and Imperial defence, with a view to securing an adequate number of recruits for all three

## SINGLE-SEATER TYPES NOW BEING GIVEN TRIALS

### Retractable Wheel Fittings

#### DAY AND NIGHT FIGHTERS

Competitive trials are now in progress with new single-seat fighters for the R.A.F., and of these one is the first British war aeroplane to be fitted with retractable wheels, the object being increased speed with the wheels tucked up after leaving the ground.

This new machine is a Bristol design, and is a monoplane. In trial flights it has developed great speed, but details are at present secret. Of the new Day and Night Fighters now under trial two are monoplanes—a Vickers and the Bristol referred to above.

The Bristol is a type of great interest. The wheels are retracted electrically, the pilot merely having to move a switch, an indicator on the instrument board informing him whether the wheels are down or tucked up.

The Super-Fury

The trials now in progress are for Day and Night Fighters, not Interceptors, and it is not to be inferred that present R.A.F. equipment is obsolete; far from it. The Super-Fury, for example, which is gradually superseding the earlier "Fury" type, has a speed of 250 miles per hour, and climbs 20,000ft. in less than nine minutes, and it can, therefore, hold its own with any foreign machine.

And speed is not everything. During design and construction, and even after adoption, it is usual for types to undergo considerable improvement.

Increased Armament

Among the interesting tendencies in Fighter design noticeable at the last Paris Show was increase of armament. Many types having four instead of two machine-guns. A Czechoslovakian biplane Fighter had two machine-guns on each side in the lower wing, so mounted in the wing itself that only the muzzles are visible. The French have always had two-seater Fighters, and Britain has lately adopted them.

Most of the French single-seaters have very powerful engines, the object being such superiority of speed that their pilots would be able to engage or to break off action at will. Some sacrifice of manoeuvrability is unavoidable, especially into the case of monoplanes.

Crop dusting by aeroplane is extensively carried on in the cotton fields of the southern States of America.

(Continued on Page 5)



WATSON'S

**"HYGIENOL"**

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Gallon Tins ..... \$2.50

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**Whiteaways**

BEG TO ANNOUNCE!

NEW

CONSIGNMENTS OF

**SEASONABLE  
GOODS**

IN

ALL DEPARTMENTS

YOUR INSPECTION

IS

RESPECTFULLY SOLICITED

**WHITEAWAY LAIDLAW****ACKNOWLEDGMENT**

Mrs. M. H. Chaun and family gratefully tender their thanks to all their relatives and friends for their attendance at the funeral and floral tributes.

**The China Mail**

Hong Kong, Thursday, Feb. 21, 1935

**British Trade Still  
Expanding**

A gratifying tale of substantial improvement is told by the figures of Great Britain's overseas trade for 1934. Imports, which include raw materials, are up by over £57,000,000, exports by £28,000,000 and re-exports by £2,000,000. The exports are the highest since 1930, and the imports since 1931. Previous to the latter year imports had been rising fast, while exports were falling precipitously. The former tendency was summarily checked by the measures taken by the National Government, even while the export trade was still being battered by the general economic blizzard and by the frantic efforts of economic nationalism everywhere to sell without buying. Great Britain is once more doing the largest export trade in the world, but she has a long way to go to get back to the peak figures, which some think will never be reached again.

More than half the total increase in imports of £57,000,000 is in raw materials, the rises both in wood and in rubber being over £9,000,000. In her exports machinery, iron and steel, woollen and worsted yarns, and vehicles take the lead. Of cottons the best that can be said is that the outgoing trade was slightly better than last year, but nearly £4,000,000 worse than in 1932—itsself a very bad year. Considering the severe restraints placed on international trade the general figures of the year are relatively good, and are certainly better than those of her trade rivals. Most of Britain's increased business has been with the Dominions, especially with India and South Africa. The Ottawa Agreements have not achieved all that British manufacturers hoped from them, but inter-Imperial trade would have been much less without them, and Mr. Runciman's series of commercial agreements also, find their justification in these tables. Whether the International Shipping Conference, which is to be held shortly, will achieve any marked improvement remains to be seen. The preliminary conference which assembled in London, set up a committee to draft a rationalisation scheme with

the object of eliminating the mass of redundant shipping which prevents freights from improving. Their proceedings will be closely watched for the first signs of joint action among countries which all have idle ships languishing for want of remunerative cargoes.

**A Romance Of Industry**

King Ghazi of Iraq was the principal figure in the recent ceremony that celebrated the completion of the pipe-line from Kirkuk to the sea. Even in an age of engineering marvels this laying of more than 1,100 miles of seamless steel pipe through land which is desert for the greater part of the distance takes its place among the great romances of industry. To lay the line has cost £10,000,000, has involved the co-operation of British, French, Dutch, and American capital, and has called for epic labour from men drawn from all the countries through which the line runs. With its completion oil will pass from the wells in Iraq direct to the terminal ports of Tripoli and Haifa.

The opening of the line is not to be regarded simply as an engineering achievement. If hopes are fulfilled it will be a great factor in the progress towards full civilisation of the peoples who inhabit the arid desert regions which it crosses. As oil flows out of Iraq at the rate of 4,000,000 tons a year, so wealth will flow into the country, work will be provided, and it is a reasonable hope that the Bedouin will be gradually weaned from his nomadic habits. Certainly a new stability will be given to Iraq itself and prosperity to the communities at each end of the line. The political results of laying the line may finally be accounted greater than the commercial consequences. Yet these latter must be notable, for they involve the bringing of one of the great oilfields of the world into touch with the ever-increasing market for oil.

**FOUNDATION STONE  
OF NEW LIFE****Madame Chiang  
Supports Bible**

Nanking. According to a Chinese report, Madame Chiang Kai-shek has donated several thousand dollars for the printing of the Old and New Testaments, to help the promotion of the New Life Movement. In order to live a new life, Madame Chiang feels, one must have a foundation for the new life, and in this connection the Holy Book is the only great help.

**HERE, THERE  
and  
EVERYWHERE****28 YEARS A GOVERNOR**

Sir Hubert Murray, who is retiring from the Governorship of Papua at the age of 73, has had the longest record of service in one territory of any Colonial Governor.

British New Guinea became an Australian Colony in 1906. Mr. Hubert Murray, as he then was, became its first Lieutenant-Governor and judge.

Before settling down in this wildest of South Sea islands, Sir Hubert obtained a double first in Classics at Magdalen College, where he was slightly senior to his brother, Professor Gilbert Murray. He practised at the English bar, and commanded a battalion in the South African war.

**ORDEAL BY WALKING**

Sir Hubert is an ardent anthropologist, and his administration in New Guinea was liberal and strongly pro-native. He was proud of the fact that for many years he never found it necessary to execute one of his subjects, although cannibalism and head-hunting are among the most popular Papuan sports.

He invented a punishment which he found an effective deterrent from all kinds of law-breaking.

He is very tall and very strong. The punishment consisted of making the criminal walk with him on his tours of the interior.

Sir Hubert maintained a steady four miles an hour through the tropical forest. At the end of a month of this ferocious exercise no native was brave enough to sin again.

**REMOSE**

One of Sir Hubert's strangest stories is of an old servant who became converted to Christianity. One day this man paid a visit to a savage tribe some distance from Port Moresby. They entertained him royally, but next morning he learned with horror that the chief dish had been "long-pig" (man). His remorse was so great that he wasted away and eventually died despite all Sir Hubert's consolations.

**Your Daily Smile!**

Trains are at last catching up with our train caller. The streamlined announcement has been standard in American depots for years.

Somewhere has remarked that people with keen hearing can distinguish a Highland regiment on the march by the short swinging step that sets the kilts swirling. Another noticeable little peculiarity is the sound of the bagpipes.

**CHARMING WEDDING  
AT ST. ANDREW'S****WHITE-WOOLLEY****WELL-KNOWN LADY HOCKEY  
INTERPRETER AS BRIDE**

A charming wedding took place at the St. Andrew's Church this afternoon when Miss Margaret Woolley, the third daughter of the late Mr. W. H. Woolley of Highbridge, Somerset, and Mrs. Woolley of Hong Kong, became the wife of Mr. George Alexander White, son of Mr. F. White and the late Mrs. White of Birmingham. The Rev. J. R. Higgs officiated.

The bride is the well-known Hong Kong lady hockey interpreter, who scored Hong Kong's winning goal against the Shanghai Ladies, while the bridegroom is a prominent K.C.C. sportsman.

The bride, who was given away by Dr. H. D. Matthews, wore a charming creation of white lace lined with white satin, with a veil of orange blossoms. She carried a bouquet of white gladioli.

The bridesmaids were the Misses Phyllis and Iris Woolley, sisters of the bride, and Miss Marjorie White. They were dressed in eau de nil organdy with floral headbands, and carried bouquets of gladioli.

Mr. E. F. (Bob) Selk, the popular Y.M.C.A. Assistant Secretary, was Best Man, while Mr. Reginald Woolley, brother of the bride, officiated at the organ.

Mrs. W. H. Woolley, the Mother of Honour, was dressed in a creation of brown silk tulle, with hat and shoes to match.

Following the wedding ceremony

**PURE DEMOCRACY  
THE STATE WITHOUT  
STRONG MEN****F. S. OLIVER'S POLITICAL  
TESTAMENT**

(By J. B. Firth)

IF Aristotle's "Contemplative Man" could survey the field of modern politics his heart, I think, would be heavy within him. The Stagite himself might well say that he had warned the world in his "Politics" more than 2,000 years ago what in given circumstances, would certainly come to pass.

It may be objected that Aristotle "cuts no ice" to-day. Then let me disinter a saying of Macaulay. "I have long been convinced that institutions purely democratic must sooner or later destroy liberty or civilisation or both."

I recalled the "Contemplative Man" because one of the best examples of that rare type, the late Mr. F. S. Oliver, who died six months ago, has left a "Political Testament." It is to be found in the third volume of his work, "The Endless Adventure."

Mr. Oliver possessed the double qualification required for the title. He was a man both of theory and of practice; of action and of thought; of the world of affairs and of the quiet study. He could be trusted, therefore, before generalising to know when a case was established.

**Return Of Violence**

Is it wonder that philosophic Conservatives and Liberals are anxious Mr. Oliver, it is true, admits that "it is ignoble to be always fussing about one's own throat." Yet after all we each have but one. It felt fairly secure before the new evangel appeared. But now "this organ possesses no more sanctity or immunity that it did in the years 1572 and 1793"—the years of St. Bartholomew's Day and Terror.

"And if we are predestined," says Mr. Oliver, "to a violent end, as the Communists are sometimes so indiscreet as to remind us, it will not matter much who is the executioner—the highbrow, all softness and compassion, in a Tribby hat, or that predatory patriot, the lawyer revolutionary, or the professional butcher who takes his wages and rifles the corpses. On the whole, I should prefer the last of these three, for he would take less than the others and would not be so likely to make a botch of his job."

Who, then, can save us from the three-headed monster? There is only one person, in the last resort, who can. That is the Common Politician, the plain man with a vote.

He is a kind of mongoose. Mr. Oliver suggests, "which if you give him a free run may clear your house completely of the vermin, and in any case will keep their numbers down," thoroughly enjoying meantime the hunt and the scuffles.

**Few Can Govern**

It will be gathered that the author knew his own mind and was not afraid to speak it. His intention was to build a series of bridges over the river of events and connect up Walpole's day with our own. Alas! he found himself "pressed for time" and could only throw "a clumsy pontoon" part way across the stream before he himself was summoned to another crossing.

Yet there are pages here which will be read and reread like the now famous introduction to "Politics and Politicians" in the first volume of "The Endless Adventure."

It is Mr. Oliver's sorrowful conclusion that few statesmen can govern. In the topmost class of British statesmen he places only three—the elder Pitt, Disraeli and Chamberlain, and in his view what distinguishes them most from the rest was "their intuitive understanding of the Englishman."

"They knew him for what he

was."

A large reception was held in the St. Andrew's Church Hall, the happy couple later leaving for their honeymoon, which is being spent at Repulse Bay.

The bride's going-away dress was of green tulle marocain, with brown hat, fur coat, shoes and gloves to match.

A beautiful assortment of wedding gifts were received, including a large selection of crystal and silver, linen, etc.

then was and still is—a good-humoured nonsense—a matter-of-fact idealist—optimist and pugilist—despiser of preparations and precautions—lover of his ease—lover also of adventure—lover most of all of England—a light sleeper when England's honour or interests are concerned—prompt as lightning—and a resolute self-sacrifice a stayer to the end."

**Gladstone's Faults**

If any worshippers of "Mr. G." still survive they may resent Mr. Oliver's presentation of their idol. Yet he is as fair to his great attributes as he is merciless towards the deadly faults which cost the country dear. He says:

"Gladstone resembled and even exceeded Bolingbroke, Fox and the others in the restlessness of his mind, in the impression he produced of furious energy, in his copious misuse of rhetoric and argument, but above all in his impotence when he had to deal with facts. Facts, to the Bolingbrokean, are pliable things that can be bent this way or that, plastic things that can be squeezed at the orator's will into the most surprising shapes, things that can even be converted into vapour and blown away."

Deadly but true. There never was such a complete casuist as "Mr. G." He could sincerely believe anything, he liked—dreadful endorsement when added to a burning ambition to climb what Bacon calls "the winding stair," a moral fervour always at the point of incandescence and a passion for power which grew as the hands became ever steadier to wield it. Mr. Oliver returns to his victim, again and again.

"Gladstone seemed to combine the gravitas in demeanour of a Venetian Senator with the levity in judgment of a revivalist misadventurer."

"He walked abroad in blinkers, often blindfold."

"He practised with great gusto and self-complacency a kind of high ecclesiastical cunning such as priests use to divide their colleagues and destroy their rivals." These are hard sayings of one who stood high above the common stature of public men, but contrived—always with the purest intentions—to let Great Britain down so badly in the Councils of Europe time after time.

**The Speculators**

I pass by with reluctance many another brilliant "Character," by Mr. Oliver in order to refer briefly to those sections of his "Political Testament" in which he discourses of the politician's necessary mental and moral equipment. There must be, he says, ambition to rise, and no too great squeamishness as to the rather dirty work in the scrum-mages. Patriotism, too, is an essential quality in the politician, and the author justly says, "that the leaders of the commonality have as good a right to rank as statesmen as have the leaders of the older parties."

But while he pays this tribute to Trade Union leaders, he lashes out furiously at those of another kidney who have "no tincture of English patriotism in their composition."

(Continued on Page 3)

**CORRESPONDENCE****Lonely Reader**

(To the Editor, "China Mail.")

Sir,—Being lonely and very much interested in various parts of the world I would welcome friendly correspondence with any of your readers, of either sex.

My chief interests are Sport of any kind, photography, and any general topics of the day, and I shall be happy to reciprocate with those who write to me and send me personal or scenic snapshots or reading matter in newspapers or any form.

J. J. HALL.  
(Age 20)  
Windsor Road,  
Widnes, Lancs.  
England.



# H. K. Tramway Co. Meeting

## Satisfactory Position Disclosed

NET PROFIT OF \$945,529

Although a drop in profit of \$93,907.67 on the previous year was reported by the Chairman, Mr. A. Stewart, at the annual general meeting of the Hong Kong Tramways Ltd. this morning in the Board Room of Messrs. Jardine Matheson and Co., Ltd., the general satisfaction of the shareholders was voiced by Mr. T. E. Pearce, who, in seconding the Chairman's motion, said "I feel certain that I am voicing the feeling of a very large majority of shareholders, when I say we are well satisfied and most gratified to find that, as a result of last year's working, we have had such a good report placed before us."

Mr. A. B. Stewart was in the chair and was supported by Mr. A. H. Compton. Mr. Chon Posen, the Hon. Mr. C. G. S. Mackie, Mr. Felix A. Joseph and the Hon. Sir Shou-son Chow, Kt. (Directors), Mr. L. C. F. Bellamy (General Manager) and Mr. W. F. Simmons (Secretary).

The following shareholders were also present: Mr. T. E. Pearce, Mr. A. W. Heron, Mr. D. V. Stevenson, Mr. J. F. Wright, Jr., Mr. F. H. Crappell, Mr. G. H. Potts, Mr. H. Gittins, Mr. N. V. A. Croucher, Mr. B. Wong Tape, Mr. H. J. M. de Figueiredo, Mr. S. T. Williamson, Mr. Chua Seng-choo, Mr. J. C. Taylor, Mr. Wing Heung Choy and Mr. J. E. Allen.

**Chairman's Speech**  
In presenting the Report and Accounts the Chairman said:—

Gentlemen, the British Minister of Transport (Mr. Hore-Belisha M. P.) recently remarked that transport by road, no less than by rail and by sea, is a barometer of world trade. If we may regard passenger transport by road in Hong Kong as a barometer of this Colony's trade during the year 1934 we must be forced to the conclusion that such trade was less favourable than previously. Compared with the previous year our traffic receipts fell by 6.72 per cent and the number of passengers by 1,974,249 or 5.64 per cent. Fortunately operating costs were also reduced and the net profit at \$945,529.26 is less by only \$93,907.67 than the profit for the previous year.

**Shaukiwan Road**  
It will be recalled that at the annual meeting of last year the Hon. Sir Henry Pollock, in seconding the adoption of the Report and Accounts called attention to the very slow progress which was being made with the construction of the new Shaukiwan Road and suggested that Government should take supplemental votes in Council "for the purpose of pushing on to completion, as speedily as possible, this very necessary public work."

I am happy to be able to say that very effective steps have been taken by Government in this matter and that it is anticipated that the new Shaukiwan Road between Quarry Bay and the eastern end of the old polo-ground will be completed before the end of 1936. Rapid progress is being made and the work of laying our double track in the middle of the new road is going forward satisfactorily.

In order that the Shaukiwan tramway service shall be undisturbed during construction of the new track certain diversions and lengths of temporary track have been and will be necessary and I would like to take this opportunity of asking motorists, during the next 12 months, to drive with extra caution along Shaukiwan Road. This applies more especially at night time due to the fact that for the long distance between Ming Yuen and Tai-koo (about 1½ miles) there is a complete absence of street lamps. No doubt the Government is making provision for an adequate system of street lighting in this rapidly developing area.

**Trucks And Rolling Stock**  
With the exception of some of the old "track" on the Shaukiwan route the tramway track generally has been maintained in first class condition. The rails along Connaught Road and Des Voeux Road between Wing Lok Wharf and Sincere's were renewed during the year. Rolling stock and overhead equipment is in excellent condition.

The programme of rebuilding all car bodies constructed prior to 1920 has now been completed and the policy of replacing the older types of traction motors and trucks with new equipment has been continued. Of our 91 tramcars 69 are now mounted upon modern long wheel-base trucks.

During the year a number of Tramway Islands have been constructed. Although this is an innovation in Hong Kong they are extensively used in many parts of the world. In Edinburgh there are 47 whilst in Shanghai there are 45.

### Safety Islands

These islands have been a great success and tramway passengers at these favoured stopping-places may now board and alight with an easy mind and without having to watch oncoming traffic. In this way time is saved and risk of accident is greatly reduced. Further, it is safer for a motor car to pass a stationary tram at an island than at a tram stop without an island.

There is in force in Edinburgh a by-law which forbids a motorist driving his car past a stationary tramcar. There was a similar regulation in Hong Kong until two years ago. In Edinburgh, however, this by-law does not apply when the tramcar concerned is standing at an island, the island itself being regarded as providing adequate protection to passengers boarding and alighting.

### The Accounts

Referring now to the Statement of Accounts, you will have seen that traffic receipts compared with 1933 are down by \$137,197.95 but, on the other hand, operating expenses, including depreciation and royalty, are less by \$49,433.20, leaving a net reduction of \$87,764.75.

(Continued on Page 12)

### KWANGTUNG SUGAR INDUSTRY

#### Brisk Sale In Shanghai

Canton, to-day.

A report recently issued by the Shanghai Merchandise Testing Bureau states that of the three provinces, Kwangtung, Kiangsi, and Szechuen, which have been pursuing development of sugar industry, Kwangtung has made the most rapid progress.

There are over 400,000 mow of sugar cane planting lands and four refineries in Kwangtung at present. The total quantity of sugar produced yearly is estimated at 800,000 piculs upward, the report goes on. As the authorities of that province are still pushing forward in this line, the outlook for the Kwangtung sugar business is very bright.

It is also stated in the report that the demand in Shanghai for Kwangtung sugar is very brisk. More than 1,400 piculs of the first shipment were sold within one week.

### CANTON PROVINCIAL ASSEMBLY

#### Discussions To Begin To-day

Canton, to-day.

Various sub-committees of the Provincial Assembly have been busy during the past few days examining proposals submitted to the Assembly since the beginning of the second session on Friday. It is learned that the examination has been finished and meetings for discussion will begin to-day.

At yesterday's meeting, the Provincial Government reported on its activities in compilation of budgets of this fiscal year for the province while the Sun Yat-sen University reported on the work of the Kwangtung Culture Institute which is now under its control. —Central Press.

## ASSAULT WITH INTENT TO ROB IN MAIN ROADWAY

### Sergeant's Forethought Commended

#### PEPPER KEPT ON ACCUSED'S HANDS BY BANDAGES

"It is abominable that a thing like this could happen at the junction of two main streets," said His Honour, the Chief Justice, Mr. A. D. A. Macgregor at the Criminal Sessions this afternoon, when passing sentence of two years' hard labour on Lai Tso, who was charged with robbing Mok Yum of \$6.65 with violence on January in Kowloon.

The full charge was not proved, the jury returning a unanimous verdict of guilty of assault with intent to commit a robbery. The jury comprised Messrs. William Walter Mills (Foreman), Vicente Antonio Yvancovich, Alfred Edward Pearson, The Sui Shi Chuan, James Calder, Chalmers, James Alfred Fisher, and Maximiano Antonio Gomes.

Mr. J. A. Fraser, the Assistant Attorney-General, was in charge of the prosecution.

Mr. Fraser, in outlining the facts of the case, said that on January, at about 5 p.m., Mok Yum, who was employed by a go-down company was returning to his office with \$48 wrapped in a newspaper. On reaching the junction formed by Nathan Road and Waterloo Road, a man, whom he identified as the accused, put out his right hand and rubbed pepper into his eyes. He sat down, the newspaper bursting and letting some of the money fall out and roll on to the road. There was a scuffle and he chased the accused. Meanwhile, either a passer-by or a confederate of the accused picked up some of the money.

### Both Arrested

An Indian constable arrested both of them, and they returned to the spot and picked up the rest of the money.

The accused denied that he had attacked the complainant with intent to rob, but substituted that he had been asked by another man to assist in a fight. He further stated that it was not pepper he had thrown, but ground rice. Mr. Jackson, acting Government Analyst, the first Crown witness, said that he had examined the substance taken from the finger-nails of the accused and found it to be pure white pepper.

The complainant, Mok Yum, the second witness called, stated that the accused had rubbed pepper in his eyes and then snatched the package of money.

Mr. Fraser—"How do you know it was the accused?"

Witness—"I saw him before he rubbed my eyes with pepper."

Mr. Fraser—"The accused alleges that you were fighting Tse Kai." Witness—"It is not true. I do not know a man named Tse Kai."

### Sergeant Commended

Lance-Sergeant Downman, who had examined the accused, was called and said that when they were brought in he had noticed the pepper, and, realising that it would be valuable evidence later, had banded the accused's hands so that the pepper could not be removed.

The Chief Justice warmly commended Sergeant Downman for his resource he had shown in preserving such an elusive exhibit.

Detective-Inspector Dorling was called and corroborated this evidence. Furthermore he held three certificates in Chinese and had heard the accused make his statement.

## Mr. Burney Introduced To Board Of Education Officials

The 94th Meeting of the Board of Education was held yesterday when the following were present:—Director of Education, Mr. G. R. Sayer, B.A. (Chairman), Senior Inspector of English Schools, Mr. A. R. Sutherland, M.A., I.S.O., Senior Inspector of Vernacular Schools, Mr. Y. P. Law, B.A., Rev. F. G. Byrne, S.J., Ph.D., Captain P. S. Cannon, M.A., A.B.C. Very Rev. A. Swann, M.A., D.S.C., Hon. Mr. S. W. Tso, O.B.E., LL.D., and Mr. B. Wylie.

The Board were introduced to Mr. E. Burney, M.C., one of His Majesty's Inspectors of Schools with whom the Board discussed Local Education affairs with special reference to the School Certificate Examination and the desirability of more stringent regulations for the Hygienic control of Private Vernacular Schools.

The Chairman intimated that this would be the last occasion on which Mr. Sutherland would attend a meeting of the Board and moved that an expression of the Board's appreciation of his services be recorded in the Minutes of the Board.

Dr. E. W. Tso seconded and the motion was carried unanimously.

### To-day's Short Story.

## USELESS

By Sinbad

ULYSSES LONG left the snug warmth of the First and Last Bar and stumbled away into the blinding snow. Inside the bar the second mate of an outward-bound Cape Horn, needing men, was becoming too forthright in his methods, and Ulysses Long had no intention of making a passage around Cape Horn.

He, with a mate, had only just delivered a small fishing sloop in Port Stanley from Nova Scotia, and he wanted to get home while he had the wages intact. There would be a northbound steamer soon; and he had not made that hazardous voyage without good reason. When he left the sea to try farming, he had meant to stay ashore, and only the great need of money to ensure the recovery of a young wife sorely ill impelled him to take the offer of a price to deliver that boat. The need of money impelled him to do with only one helper, for more hands means smaller shares.

His mate, less thrifty, was making full use of unwonted cash inside that bar now, and if he didn't look out he'd find himself aboard that hardcase Cape Horn that had already been forced to put into the Falklands twice, beaten back, and had lost several of her men to a south-bound whaling steamer this very day when ready to try again. The reputation of the barque Fortuna was such that men preferred half a year of whaling among Antarctic ice to completing a single passage in her.

Ulysses had not gone far before

he found himself worrying about Chunky, his friend and shipmate. Chunky needed money as much as anybody; he had folks at home who needed all he could earn; and there he was, lapping up liquor in the First and Last, with the second mate of the Fortuna helping him and waiting his chance.

Ulysses Long had seen how hungry for men the second mate was; now he had given Chunky a serious thought he realised the danger in which poor thirsty Chunky stood of finding himself outward bound around Old Stiff in a hardcase packet.

Ulysses turned, facing the driving blizzard, and almost ran back towards the little pub which he had recently left. The road was deserted. As he neared the place it seemed strangely quiet, for when he left it there was noise enough. He opened the door, and thrust inside. The bar was empty of all except the barman.

"Is he gone, mister? Chunky—is he gone?" demanded Ulysses. "You looking for trouble, too?" growled the man. "Better leave Chunky alone. He's fighting drunk. He started to clean out the bar and I sent the police. He'll eat you if you go—"

"Oh, yes?" muttered Ulysses Long, and turned away, slamming the door. He trotted along towards the waterfront. And fifty yards away he almost fell over something lying in the snow. Stooping, he saw it was man. It was Chunky! Chunky's face was bloody, his head was battered. It took only thirty seconds to see that he was dead. At once robbery entered the head of Chunky's shipmate. Chunky had been flashing his money, like a fool. Swiftly, scarcely considering what he was doing, Ulysses felt in the dead man's pockets, and drew out a well-filled pocket-book. Then it was not robbery! What was it? He knelt there in the snow, handling the pocket-book in a somnolent daze; and, glancing bewilderedly about him, he saw two men running towards the little pub. When the door opened, he saw in the light that they were policemen.

Suddenly he saw himself in a predicament. He was a simple soul was Ulysses Long, and little given to deep reasoning. What he saw now was trouble, even though he knew he could explain his part in it. Chunky dead, and him alongside, with Chunky's money. He began to shove the pocket-book back in the dead man's pocket; then he hesitated, the policemen were coming out, running towards him; the barman was shouting something after them, shouting Ulysses' name. Nearly sounded the hoarse toot of a tug-bell leaving down harbour to pluck that Cape Horn to sea—and panic seized Ulysses Long. God knew when he'd get home now, if he got tangled up in this business. He heard his name again, shouted by a policeman. They'd take him, hold him—God, they might even accuse him of killing his chum for his money! He had troubles enough now.

Blind terror gripped him. The policemen were almost upon him. He crammed Chunky's pocket-book into his own pocket, and ran like a hound down a turning, towards the sea, his pursuers after him.

The tug was receding, nearly hidden already by the whirling snow, when he came abreast of her, but beneath Ulysses bobbed a small boat, a fisherman's boat with a rushed away to seek a stout craft, with which to chase the tug. Ulysses dropped into the little boat. Desperation drove him. He had been reared in tiny craft, in seas as bitter as this. Working by instinct, he cast off the painter, shoved the boat out into the mad waters, and hoisted the rag of sail Cape Horn or Paradise—the Fortuna was going to sea.

They saw him as he began to drive clear, and he heard them bawling, those policemen, but he steered into the blizzard, and let them bawl. The boat leaked, but flew. He hailed with one hand. (Continued on Page 10)

### NESTLE'S PRESIDENT HONOURED

The President of the Nestle and Anglo-Swiss Condensed Milk Company, Mr. Louis Dapples, internationally known as an outstanding financier, banker, and business leader, has been awarded the honour of the "Commander of the Legion of Honour" by the French Government.



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## NEW YORK STOCK MARKET

(Continued from Page 4).

"Flash: Average daily petroleum production for the week ended February 16 was estimated at 2,568,000 barrels. The weekly electricity production totalled 1,762,000,000 k.w. hours, an increase of 7.3 per cent. from last year."—Reuter.

### E. A. Pierce And Co.'s Report

In their market report, the American Oriental Finance Corporation, correspondents for Messrs. E. A. Pierce and Company of New York state:—

"Stocks: Continued liquidation of utilities, which was said to be coming from investment quarters, had an unsettling effect on the whole list, but selected industrials preserved a steady undertone.

"Grains: Lower prices prevailed, due to poor support and increased pressure in the final thirty minutes of trading. There was scattered buying by Eastern houses and Mills on the break. The export of Canadian grains was disappointing. The Winnipeg market ruled easier. Shipping sales of corn were slow. Easier conditions prevailed on the market.

"Cotton: The easier Securities market induced scattered selling, which was partly by those who bought early in the week on the Gold Clause decision. March liquidation is slightly in excess of demand.

"Rubber: The market was active. There has been nervous and heavy foreign selling of March option since Monday. Dealers were the principal buyers. Reports from Akron show that factories are working at 95 per cent. of capacity. The consumption for February is expected to be very satisfactory.

"Sugar: Prices continued to rule steady. There was no change in prices in either Actuals or Refined sugar. The "spot" quotation stands at 2.90, with buyers over that figure. A moderate further advance is expected.

Messrs. E. A. Pierce and Co.'s report on the opening of the market:—The opening of Wall Street today was slightly lower, with fair activity prevailing. On the cotton market at the opening, there was a better demand on

## INDIA BILL DISCUSSION IN COMMONS

(Continued from Page 1)

The first reason that had driven the Government along the road for including in the bill a chapter dealing with the federation was the almost unanimous feeling of political India.

**DANGER OF BREAK**  
Secondly, they had been gravely impressed with the danger of starting those great autonomous provinces in the absence of a federal link and with the body of popular feeling behind it. Without responsibility at the centre there would be the danger of India breaking up into fragments.

Thirdly, the princes would be put in an extremely dangerous position if great provincial autonomous Governments were to grow up with popular support and the centre remained in its present unreformed position.—British Wireless Service.

the setback but the trade was not disposed to follow advances. Japanese brokers were buying, while "spot" houses were selling.

"Flash: Average daily petroleum production for the week ended February 16 was estimated at 2,568,000 barrels. The weekly electricity production totalled 1,762,000,000 k.w. hours, an increase of 7.3 per cent. from last year."—Reuter.

### Latest Quotations

The following quotations have been received by Reuter:

	Prev. To-day's close	close
N.Y./London cross-rate	4.88%	4.88%
N.Y. Cotton—May	12.53	12.54
N.Y. Rubber—May	13.30	13.32
Chicago Wheat—May	98%	97%
Chicago Corn—May	87%	86%
Montreal Silver—Mar.	55.40	55.30
Silver Official	55%	55%

**Dow Jones Averages**  
To-day's Feb. 19 close: Change.  
30 Industrials 105.60 104.97 62 off  
20 Rails 88.68 87.77 91 off  
20 Utilities 16.25 15.50 75 off  
40 Bonds 97.38 97.47 99 up  
11 Commodity 59.65 59.19 46 off  
10 Leading Stocks

Amer. Smelting	26 1/4
Auburn	28 1/4
Case	57 1/2
Glac. Bond & Share	54
General Motors	31 1/4
Int. Tel. & Tel.	28 1/4
Montgomery Ward	28 1/4
Nat. Distillers	28 1/4
N.Y. Central	17
U.S. Steel	25 1/4
Business Done	—970,000 shares.



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TERUKUNI MARU ..... Friday, 1st Mar.

HAKUSAN MARU ..... Saturday, 16th Mar.

HARUNA MARU ..... Saturday, 30th Mar.

SYDNEY & MELBOURNE via Manila & Ports.

KITANO MARU ..... Saturday, 23rd Feb.

ATSUTA MARU ..... Saturday, 23rd Mar.

BOMBAY via Singapore, Penang & Colombo.

TOYOKI MARU ..... Thursday, 28th Feb.

ANYO MARU ..... Monday, 11th Mar.

TOYAMA MARU ..... Thursday, 28th Mar.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

HEIYO MARU ..... Monday, 8th Apr.

NEW YORK via Panama.

INOJIMA MARU ..... Thursday, 28th Feb.

INOTO MARU ..... Tuesday, 5th Mar.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, Genoa

and Valencia.

CALCUTTA via Singapore, Penang & Rangoon.

THAKODATE MARU ..... Friday, 1st Mar.

SHANGHAI, KOBE & YOKOHAMA.

KATON MARU ..... Saturday, 2nd Mar.

JANGO MARU ..... Wednesday, 27th Feb.

KASHIMA MARU ..... Saturday, 16th Mar.

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Buenos Aires Maru .. Thurs., 21st Feb.

Santos Maru .. Thurs., 21st Mar.

MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH, CAPE TOWN & SOUTH AMERICAN PORTS via Singapore & Colombo

Manila Maru ..... Wed., 3rd Apr.

MELBOURNE, ERISBANE, SYDNEY, WELLINGTON & AUCKLAND direct

Sydney Maru ..... Thurs., 7th Mar.

BOMBAY & KARACHI via Singapore, Penang and Colombo

Taijin Maru ..... Wed., 6th Mar.

CALCUTTA via Singapore, Belawan, Deli, & Rangoon

Borneo Maru ..... Thurs., 21st Feb.

Sumatra Maru ..... Thurs., 4th Mar.

JAPAN PORTS

Hague Maru ..... Sat., 23rd Feb.

Madras Maru ..... Tues., 26th Feb.

JAPAN via Takao & Keelung

Panama Maru ..... Thurs., 14th Mar.

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# USELESS

(Continued From Page 9)

steered with the other, listening for sounds, and presently he heard the clank of a windlass, the short signal of the tug.

The ship loomed above him. He crashed his boat against her side, seized a brace bumpkin, and clung, while the boat swirled filling from under him.

The first thought that entered his head was that he had been a headstrong fool. The very fact of running away fastened strong suspicion upon him. His next thought was that sooner or later that amashed boat would be picked up alongshore, for a wooden boat does not easily sink, and he would be believed drowned. The face of a harassed shipmaster was thrust against his as he climbed aboard, and he murmured that he wanted to ship.

Mr. Rapp, the second mate who had tried so hard to get Long to ship up there in the First and Last, chuckled evilly as he recognised his new hand. Other men were there, bloody and half stupefied who had been drinking with Chunky at that bar. They were too dull-witted to know that Mr. Rapp was manhandling them now. Ulysses was the only sober man there, and there was sail to set. Bitter work was done in the blinding snowstorm.

"Your name's Long, ain't it?" yelled Mr. Rapp, thrusting a rope into Ulysses' hands.

"Ulysses Long, that's right," returned Long, looking up to see where the rope led before hauling on it.

"You say sir to me, Useless Long! Damned if that ain't a good tally for you—Useless!" Mr. Rapp laughed savagely, then gripped Long by the arm. "D'ye hear? Sir to me!"

"All right—if it'll make you happier—sir!" muttered Useless, and bent to haul on his rope. Some of the less helpless of the men laughed at the passage of words, and Mr. Rapp turned upon them in frenzy. He trod on the foot of a fat little man, and punched him viciously in the face while unable to step back. A second blow went astray as the fat man sank to the deck, and it caught Useless in the eye. Useless dropped his rope, and the released sheet far overhead flogged its steel links against the spars so that the ship trembled.

"Mister that's something I knows a bit about!" snapped Useless, and his gaunt arm straightened, his fist took Mr. Rapp on the chin, and felled him like a sack of wheat. "What's wrong, for'ard?" yelled the voice of Captain Hunter. "Are you trying to lose me some spars, Mr. Rapp?"

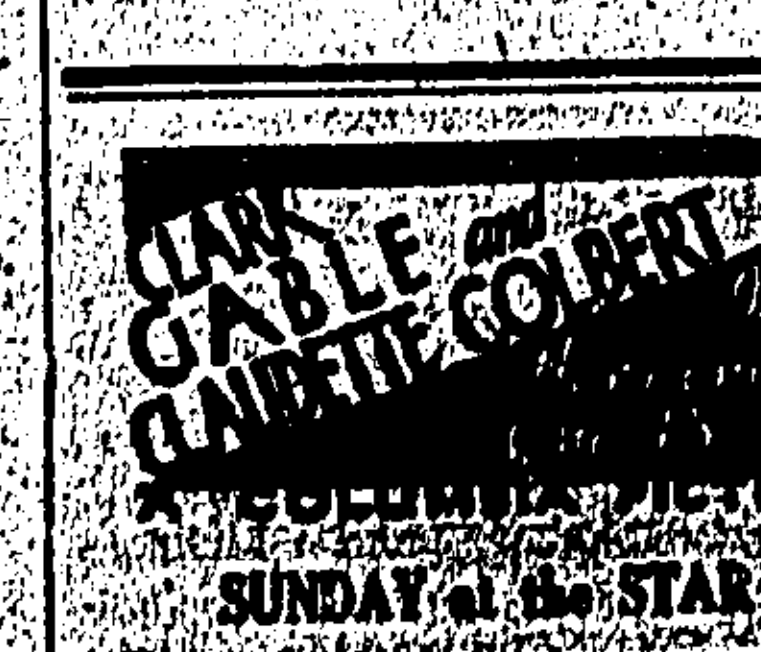
The mate, Mr. Garnet, came stamping along with his own men, and took charge, so there was no time then for Mr. Rapp to take up the matter of that pop on the chin.

Whatever Mr. Rapp might be as a brutal bully, as a seaman he stood out strongly. When the running ship filled her decks, and beat her men into shivering helplessness, Mr. Rapp drove them to securing the gear, rigging lifelines, getting down the heavy towline before it was dragged off the forecastle head by the seas. When but one man remained to help him in the last, hardest job of all, securing the fore-hatch after coiling away the heavy hawser, Useless was that man. Then Mr. Rapp went aft, and Useless went forward without exchanging one word.

In the forecastle three men lay comatose in cheerless bunks. They had been too drugged with bad liquor when dragged on board to respond to spoken order or clenched fist. The fat little sailor and a ghostly white youngster sat on a sea-chest, drinking from a black bottle when Useless entered.

"Here, give the long feller a drink!" cried the white-faced lad shrilly. "Here! My name's Jones, Davy Jones, and I'm goin' to get fond o' you, long feller. I like the way you talk back at Mr. Rapp, my son."

Useless accepted the drink, for he was shivering now with the reaction after his swift escapade and the ensuing terrific labour. The fat sailor was dabbling slush from a mess kid on his bruised and lacerated eyes.



"Talkin' back ain't goin' to hurt Rapp!" he snarled. "Me, first time I'm aloft and he's below, I'll drop a spike on his neck! That's me! Cherub, he calls me—and I'll sit aloft and look arter him, like a cherub!"

The door opened, and Mr. Garnet entered in a flurry of wet snow.

"Is there a helmsman among the live ones?" he bawled wildly. "My Lord! There's a farmer, at the wheel who'll turn us over—you," he dragged at Ulysses, "you're the mad sailor who boarded us in a bit of a sailboat, aren't you? Get aft, for the love o' God, and save the Old Man's sanity!"

Useless was a helmsman. When he had been steering for ten minutes Captain Hunter breathed heavily with relief. He could take time now to go into the chart-room and plot down his departure and most advantageous course.

When Useless's trick was over, Mr. Rapp sent him on lookout. It was not, to be supposed that Mr. Rapp would leave that pop on the chin unpaid for, and this was the first instalment. No man in such weather should stand both wheel and lookout in one watch. So thought Captain Hunter. He meant to use his crack helmsman as often as possible for steering, any fool could stand a lookout; he told Mr. Rapp so, and Useless scored the first trick against his officer, which was not so much of a victory as it seemed.

Through a wild night the Fortuna foamed onward, and into the middle of a wilder day. The snow flew so thickly that the ship's head-sails were but vaguely to be seen from the wheel. There were jobs aloft for daylight hours—roving to replace, chaffing gear to renew, loosened gaskets to be made fast. Mr. Rapp shone. Only let Useless quit the wheel, and up aloft with him! When he came down, up with him again, from mast to mast.

Useless obeyed all orders. When ever he felt tempted to do a bit of work on the body and person of the second mate, he remembered Chunky lying dead in the snow, and two policemen running to shout after the tug, his own name flying free. Every bitter job, every stark watch, they were just so much distance towards safety.

At the end of the second day out of Stanley, Useless lay in his cheerless, unbedded bunk, trying to get warm. He had no pipe, no tobacco, no clothes except those he had come aboard in, and they had been wet through ever since he jumped into that small boat. But if he shivered, he had but to think of poor Chunky for his blood to rush pounding to his ears and put him into a sweat.

The Cherub sat on the edge of Useless's bunk, stropping his sheath-knife on his boot.

"What yer goin' to do wiv that, Cherub, cut yerself a piece o' cake?" demanded Davy Jones.

"Cake!" the Cherub squealed. "—fine cake we gits in this hell-driver! I'll cut a bit o' cake—out o' Mr. Rapp's—"

Useless reached forth and took the knife with inexorable grip.

"You don't need no knife, little man. If the nice orficer kicks you in the pants again you come runnin' to father. You'll only git hurt if you goes around wavin' a sharp knife." Useless broke the knife across the keelboard of his bunk, put the pieces, under him, and rolled over to sleep. The Cherub glared furiously at him, but Davy Jones was chuckling, and the fat little sailor darted out into the wind and snow cursing. He reached the galley, and peered through a porthole. If the doctor were out, he might sneak a real knife.

Mr. Rapp was inside the galley, drinking coffee out of the doctor's dipper. The doctor was not there; probably having a smoke in the bosun's room. The Cherub moistened his dry lips, opened the door, and slipped inside his hand on a French poultry knife the moment he crossed the storm sill.

(Continued on Page 11)

## NANKING BUSINESS CENTRE

### Emporium And Central Market Projected

Nanking. Plans for the erection of a central emporium in Sinkai-kow, the business centre of Nanking, are now under way. The site of the central market has also been

## CONSIGNEES

### CONSIGNEES' NOTICE

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Hong Kong, 15th February, 1935.

## INSURANCE RATES ON AEROPLANES

(Continued From Page 7).

The usual type of accident, barring a "write-off," is a bad landing. At the worst it involves a new propeller, new undercarriage and perhaps repairs to both bottom main planes. It may also involve a transport charge to dismantle the machine and cart it by road from a distant field to the aerodrome which has secured the repair job.

This bill is usually about \$40 so that the excess covers it, but after the pilot has some 50 hours of solo flying to his credit his risks of breaking a machine on landing are considered to be much less.

Abroad. This policy covers him only for flying in England. If he wants to take his aeroplane abroad he has to pay an additional premium to cover, say, France, Holland and Germany; still more to cover Europe generally. In any case, Russia and the Balkans are excluded. Firstly, there is difficulty in getting machines home from the hilly Balkans and problems of getting settlements there or from Russia.

Even this cover for the private owner only insures him for third-party risks and damage to the aeroplane. He is not covered. Nor are his passengers. He would have to pay another \$7.10s. per \$1000 of insurance per annum to cover a passenger. He must take out his own personal liability policy to cover himself.

The next class of machine would be the small air liner of the D.H. Dragon type, with seats for six or eight passengers.

Here we are dealing with new aircraft worth about \$3000 each.

Repair Bills. "In these cases," continued my informant, "the annual premium is about 10 per cent. of the value of the aircraft. In the case of a Dragon this would be about \$300, value—say \$300.

"There is, of course, a 'no claims' rebate, but it must be remembered that the cost of repairs after an accident to a twin-engined machine might be about \$300. This is the average, whereas the average repair bill on a light aeroplane like a Moth was found to be about \$150."

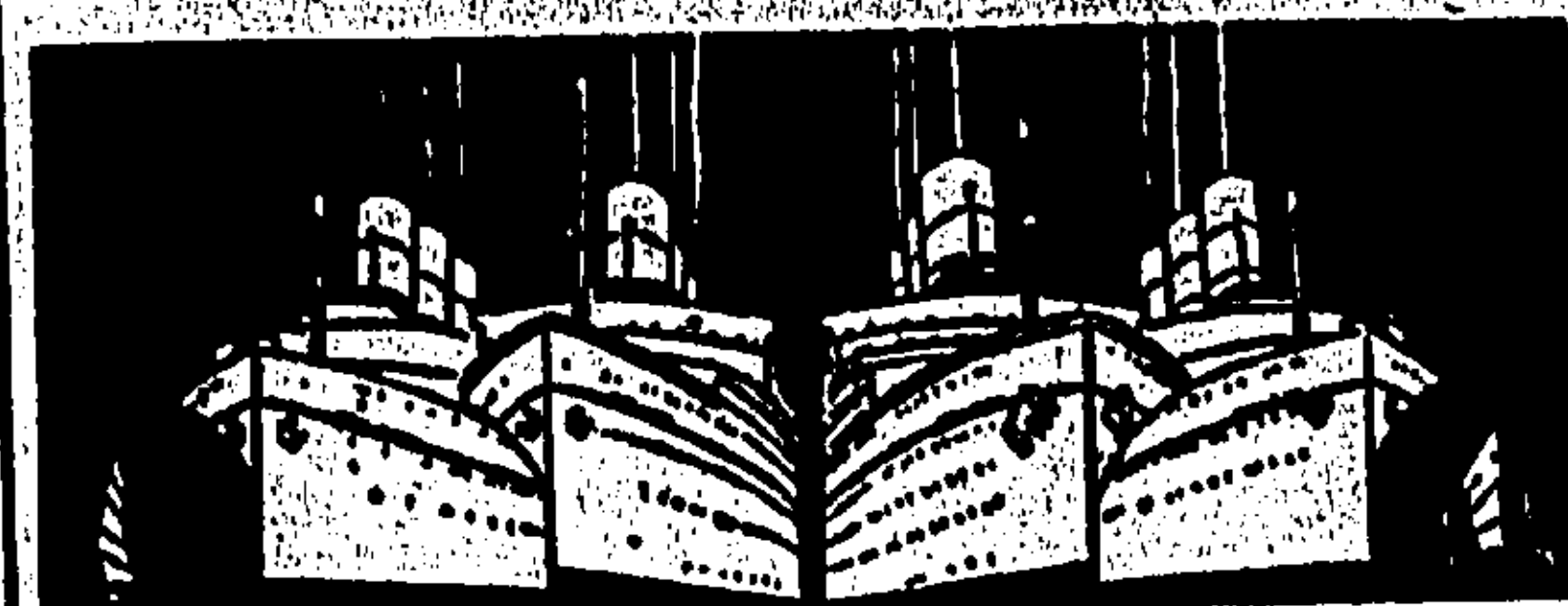
Here again insurance covers the third-party risks and damage to the machine. Passengers are covered at another \$7.10s. per seat per year, which allows up to \$1000 per passenger.

The third type of cover I inquired about was that of Imperial Airways.

They charge passengers only 1s. per \$1000 of insurance. It used to be 12s., but they have exceptional rates of cover.

Some of the risk to their giant air liners is held by themselves, as their risks of crashes are so small. One omnibus policy includes all their machines.

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CHANGTIE 2 Mar. Apr. 16 Mar. 31 Mar.

TAIPING 3 Mar. Apr. 17 Mar. 31 Mar.

CHANGTIE 4 Mar. Apr. 18 Mar. 31 Mar.

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		1935.	
RAJPUTANA	17,000	23rd Feb.	Bombay, Marseilles and London.
*BANGALORE	6,000	2nd Mar.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
*KIDDERPORE	5,500	2nd Mar.	S'pore, Penang, Colombo, Bombay, Karachi and Persian Gulf.
CHITRAL	15,000	9th Mar.	Marseilles & London.
CARTHAGE	15,000	23rd Mar.	DO
*BHUTAN	6,100	30th Mar.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
CATHAY	15,200	6th Apr.	Marseilles & London.
*BEHAR	6,100	13th Apr.	Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
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	1935.	
SHIRALA	8,000 1st Mar.	S'pore, Penang and Calcutta.
TILAWA	10,000 15th Mar.	DO
SANTHIA	8,000 20th Mar.	DO
TALMA	10,000 12th Apr.	DO
SIRDHANA	8,000 26th Apr.	DO

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

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	1935.	
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No Additional Charge for Deck Cabins. Sun Deck Swimming Pool. Orchestra, carried—Land—Stewards.  
E & A Cabin and Service are unsurpassed.  
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London and  
The P. & O. Branch Service of steamers to London via Sum.  
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

	1935.	
*BHUTAN	6,100 22nd Feb.	S'hai, Kobe, Yokohama.
TALAWA	10,000 22nd Feb.	Amoy, S'hai, Moji, Kobe & Osaka.
CARTHAGE	15,000 22nd Feb.	S'hai, Kobe, Yokohama.
SANTHIA	8,000 7th Mar.	Amoy, S'hai, Moji, Kobe & Osaka.
*BEHAR	6,100 7th Mar.	Shanghai, Kobe & Yokohama.
NANKIN	7,000 9th Mar.	S'hai, Moji, Kobe, Osaka & Yokohama.

\* Cargo only.  
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Steamers on London and Australian Lines are fitted with Laundries.  
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# USELESS

(Continued from Page 10).

"What the hell—?" demanded Mr. Rapp. Then the Cherub was upon him, murder in his sombre little eyes. Mr. Rapp dropped his dipper, scattering scalding coffee around, and grappled with the man. Outside, close, a sudden steam-throated blare, split the wind. A vast shape loomed out of the snowy blanket. A shout or two burst from startled throats, then a great steamer struck the Fortuna squarely amidships, between galley and poop, and masts and yards fell in crashing chaos.

The Fortuna reeled, went over the sea roaring through the rent, and the steamer went on out of sight, her syren sounding staccato alarms. The sailing ship was stricken to death, her masts tumbling out from their quarters half-dressed, half asleep, wholly in panic.

Useless running along the deck collided with Mr. Rapp, holding a hand to his side, blood trickling through his fingers.

"Come along, my lad! This is the time to show you're a sailor!" gasped Mr. Rapp, and Useless saw his hard, rugged face turn white. He believed that fear was the pigment; but in the next few minutes he knew that whatever Mr. Rapp was otherwise, he was no coward. He followed him up to the boat galleys, where only one boat remained.

"Cut the falls and shove her out!" ordered Mr. Rapp. Then: "In with you! The ship's going!" Mr. Rapp shouldered three men into the boat. Useless saw a man roll from the galley door into the wash in the scuppers, and leaped down to help him up.

"Come on! That shunk's dead anyhow!" roared Mr. Rapp. Useless saw that Cherub was certainly dead, for as he raised him his head lolled foolishly sideways on a broken neck.

"Jump, you long fool!" yelled Mr. Rapp, and the ship lurched heavily. Useless slithered to leeward, fell over the rail, and was hauled into the boat, just before the Fortuna plunged under.

The wind and sea carried the boat fast to leeward. The steamer had stopped, and they shouted to her, but human voices could make no headway against that wind.

The position of the steamer changed—she was slowly cruising, seeking for survivors—she came nearer, and once when she blew Useless thought he saw the dim shape of her, but it was night, and the snow was dense, his eyes deceived him for there shone no lights.

Mr. Rapp counted noses. There were five men all told in the boat—all soaked to the skin with icy water—and the water keg was empty, the stores, locker bare. There was a lugsail, and a boat compass, that was all; and the gale that was fair for a ship bound around the Horn was a dead muzzler to a craft trying for the only land where sustenance might be found.

"Now show us how you sailed that fishing boat down from Nova Scotia," said Mr. Rapp sarcastically. "Step the mast and get her under control. No good looking for that steamer, —murderers!" Then, to the men:

"You've got one chance—one slim chance—"

Mr. Rapp abruptly fell forward, his face between his knees, the tiller falling from his hand.

"That sweet Cherub got me!" he gasped. "You take charge, Long."

Now before he had started from Nova Scotia, Ulysses Long had studied the pilot books; and if there was one thing he had absorbed completely it was the utter desolation offered to mariners who found themselves cast up derelict on Tierra del Fuego or Staten Land. There was, of course, Punta Arenas—but that was a long boat voyage away. Yet it was the only place besides Port Stanley where Mr. Rapp could find the medical care that could save his life. Useless, in laying him down securely in the bottom of the boat, could feel the great sticky lump of bloody clothing near Mr. Rapp's head. The Cherub had been no idle threat.

Nobody liked Mr. Rapp, or had reason to—least of all Useless. Yet he gave the man credit for playing a man's part in getting the boat clear away. There was Port Stanley, with a doctor; to windward, truly, but nearer than the bleak Fuego shore where men might starve after landing. Yet that bleak shore might be easily

reached by running before the wind. "Run before it! Can't miss—some of you—will live!" Mr. Rapp wheezed, gripping Useless by the bare ankle with an icy hand.

That was queer. Mr. Rapp was no altruist, but here he was, concerned with his men's safety, though he must know that his own chance was hopeless. Useless knew he must beat back for Stanley, if Mr. Rapp were to be saved, and that meant his own arrest, for the police would welcome him eagerly. What chance had he to defend himself against the charge of murder?

He sighed. The boat was flying down wind, Davy Jones and the rest hailing for their lives. That kept them warm anyhow, and so worried them that they had scarcely thought of their stark predicament.

"You fellows take turns at balling," shouted Ulysses sharply. "It'll be a tough racket, for we're going back to Stanley!"

With the words he swung the tiller, watching his chance between the seas, and hauled in his sheet. The little craft reeled. Water poured in over the low gunwale.

After two tours, when Useless had lost all feeling below the waist from cold, Mr. Rapp aroused and peered at the drifting snow.

"Keep her off before it!" he barked. "There's a refuge hut on Staten Land! D'you hear—?"

He saw the grim face of Useless, who gently pushed him down out of the flying spray.

"Refuge huts ain't no good for you. It's a doctor you want," muttered Useless, shivering with something more than cold. "Mr. Rapp was cursing horribly, and it was wicked for man to curse when so near to death."

Through the night Useless guided his boat, feeling now a strange exaltation. It was a man's job he tackled, in more ways than one. Then dawn came, grey and bitter.

Useless gathered ice from the bilge and sucked it, making the man do the same, pushing a piece between Mr. Rapp's unresponsive lips.

Through a screaming day he sat motionless at the tiller, not daring to trust the other men, who never ceased cursing him for thrashing and to windward when he might have run before the wind to their greater comfort. And towards night he saw the distant loom of the Falklands again.

"Mr. Rapp!" he shouted again and again, getting no response. "Here's the land. We'll be opening up the harbour—Port Stanley—soon."

Mr. Rapp heard at last. He tried to rise, but fell heavily, moaning.

So intent was Useless on his job that his personal problem was forgotten. The little craft flew before wind and sea, the wind fair now she had changed her course, and in the morning the coast was in clear view.

Then the harbour. There lay a steamer, a steamer with battered bows. The boat was sighted, a harbour tug came fussing along to tow her to the landing.

Useless's exaltation died in him. On the wharf stood a little crowd of men and there were policemen among them. One was pointing at the boat pointing straight at Useless, who, no longer occupied with his boat's safety, was trying to raise Mr. Rapp to a seat beside him.

The boat came to the wharf. Useless hugged Mr. Rapp to him, afraid now because he was so cold, so stiff.

"Here's a feller for the doctor. Needs him bad!" he shouted.

The policeman stepped into the boat. "Don't worry about me," insisted Useless bitterly. "My feet is froze. I can't get away from you."

The policeman ignored him, one of them removed Mr. Rapp's boots, revealing his face. "Is this the man?" he demanded of a man beside him.

"Sure it is! I see him wallop Chunky with a blackjack—but I familiar with our strongly tidal. Courses and are fully aware that our waters, wind and weather conditions differ from those of their ship, too!"

The policeman unclasped Useless's arms and lifted Mr. Rapp ashore.

"Why, he's dead!" he announced shortly.

"Good enough for the blighter!" laughed Davy Jones wildly. "Ain't it Useless, old son?"

"Praps it's better for him," muttered Useless, dazedly. "I knows how it feels to be comin' back to get hung! Not so good!"

# RECORD CROWD SEE RUGBY CLASSIC

(Continued from Page 4.)

more than hobble about, yet even in that condition he made a very good mark to save one ugly-looking situation.

**Happy Inspiration**  
The success of the match as far as England was concerned was Boughton. His choice, although never selected for any of the trials, was indeed a happy inspiration.

Though faced in the first few minutes by a ball which bounced the wrong way for him, he did not allow himself to be disturbed, and went on to play a classic game. He had to contend with any number of awkward situations, but never did a thing wrong, and his kicking with either foot was consistently long and accurate.

It was only fitting that he should kick the penalty goal which saved England from defeat. He had already made two creditable attempts from a good way out in the first half, and he made no mistake about his third effort from a somewhat easier position. Jenkins is a polished player, and did very well for Wales, but he did not inspire quite the same confidence as the Gloucester man.

The English forwards got the ball monotonously in the scrums, but that is where their superiority began and ended. In the loose, they had nothing like the dash of the Welshmen, who appeared to be much quicker on the ball and more ruthless in their manner of getting there.

**Nicholson Hooks Well**  
Much credit is due to Nicholson for the way he hooked, to Longland and Kendrew, who made such a solid front row, and to Dicks and Clarke in the second row.

But the back row, as such, was not a success. Kemp did a lot of work in the loose, but I scarcely noticed Weston or Criddle throughout the game. Kendrew and Clarke seemed to be doing most of the work, supported on occasions by Longland and Dicks.

The Welsh back row, however, did splendidly. Skym was a great speller, so was Rees, who also did a lot of attacking, while Lang, in the centre, played well and was always near the ball. D. Thomas and Day backed them up well.

Towards the end of the first they began to get the ball in the scrums, but, except for a brief period then, they were unable to cope with their heavier opponents. They made up for this defect by their sterling work in the loose.

England: H. Boughton (Gloucester); L. A. Booth (Huddersley), P. Cranmer (Oxford University), J. Heaton (Liverpool University), R. Leyland (Waterloo), P. Candler (Cambridge University), J. L. Gills (Covington); R. J. Longland (Northampton), E. S. Nicholson (Oxford University), D. A. Kendrew (capt.) (The Army and Leicester), J. Dicks (Northampton), A. Clarke (Coventry), W. H. Weston (Northampton), D. T. Kemp (Blackheath), A. G. Criddle (Blackheath).

Wales: V. G. Jenkins (Bridgend); Lt. P. T. V. Cowey (The Welsh Regt.), Claude Davey (capt.) (Swansea), W. Wooler (Cambridge University), A. Bassett (Aberavon), Cliff Jones (Cambridge University), W. C. Powell (Northampton), S. C. Murphy (Cross Keys), Edgar Jones (Llanelli), E. Truman (Llanelli), J. Lang (Llanelli), T. Day (Swansea), D. Thomas (Swansea), A. Skym (Cardiff), A. M. Rees (Cambridge University).

Referee: P. W. Hazlett (Ireland).

**FASTER BOAT THAN RAINBOW?**  
(Continued from Page 4.)

yacht equipped and fitted in English style. It is not his wish that Yankee's visit should be made an occasion for international duels, or contests of the nature of special cup races.

His idea is to join in the ordinary series of "Y" class events, with Endeavour, Velsheda, and Shamrock V, and with the older yacht, Britannia, Candida and Astra, taking his chances over the great variety of courses met with during an English coastal season. Mr. Lambert and his friends are not strong yachtsmen, and are fully aware that our waters, wind and weather conditions differ from those of their ship, too!

The policeman stepped into the boat. "Don't worry about me," insisted Useless bitterly. "My feet is froze. I can't get away from you."

The policeman ignored him, one of them removed Mr. Rapp's boots, revealing his face. "Is this the man?" he demanded of a man beside him.

"Sure it is! I see him wallop Chunky with a blackjack—but I familiar with our strongly tidal. Courses and are fully aware that our waters, wind and weather conditions differ from those of their ship, too!"

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"Praps it's better for him," muttered Useless, dazedly. "I knows how it feels to be comin' back to get hung! Not so good!"

THE END.

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# BRISTOL COMPANY EXTENDS

(Continued from Page 7.)

so great that the capacity of the engine department has been strained to the utmost. A night shift has been in operation for some months, relieving congestion to a certain extent, but the continually expanding business rendered further floor space essential, and a new building was put in hand some months ago.

**The Flying School**  
The additions embrace an area for the use of the flying school, which now adjoins the engine department; the school will have as a consequence more convenient hangarage space and also a second outlet on to the aerodrome.

A similar area in the existing hangars, which was not conveniently situated in relation to the aerodrome, was given up to the engine department, and has become the engine repair shops. The existing floor space of the production shops embraced 108,600 sq. ft.; in addition, several departments were housed in a separate building of 30,600 sq. ft. floor area, including the experimental, research, repair and test departments.

The stripping and rebuilding hangars, inwards department, Air Ministry store, and engine packing and despatch department have now been moved from the production works to the new extension.

The removal of the repair department, already mentioned, has left vacant a large and uniform area in the production shops for the extension required for the engine department, by absorbing lanes marked by radio range beacons, and divided into one-way height levels.

In addition, these arrangements also enable the pool room to be enlarged and result in general

# TRAFFIC LANES FOR AIR

(Continued from Page 7.)

**No Proper Planning**  
Major Thornton complained that he could find little evidence of any advanced planning on a national scale during the last few years.

There was a case for a statutory board, such as the B.C.C., the London Passenger Transport Board, or the Electricity Commissioners.

The board, which might be called the National Airways Board, could consist of three or four members, each appointed by and responsible to the Secretary of State for Air, with a limited term of office not less than five years. To this board the Ministry could merely delegate its powers within certain limits.

**Traffic Law Wanted**  
"I conceive these airways," said Mr. Thornton, "to be analogous to the old turn-pike, or the modern Italian 'autostrada'—a kind of self-governing highway, with control points, and a code of traffic discipline laid down by law."

It was useless, to the business man to convey him to his destination at 200 miles an hour on nine days out of ten. Until they could offer him reliable transport on ten days out of ten they could not expect him to be seriously interested.

**Unified Control**  
It was impossible to envisage the future of air traffic in a thickly populated country such as Great Britain without at the same time foreseeing some system of rigorous, and unified control.

"I am convinced," he said, "that you will have to do as the Americans do and canalise the whole of your scheduled air line traffic into lanes marked by radio range beacons, and divided into one-way height levels."

In an improved relation between departments, giving easier and more efficient production routine.



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# The China Mail

NINETY - FIRST YEAR OF PUBLICATION

HONG KONG, THURSDAY, FEBRUARY 21, 1935.

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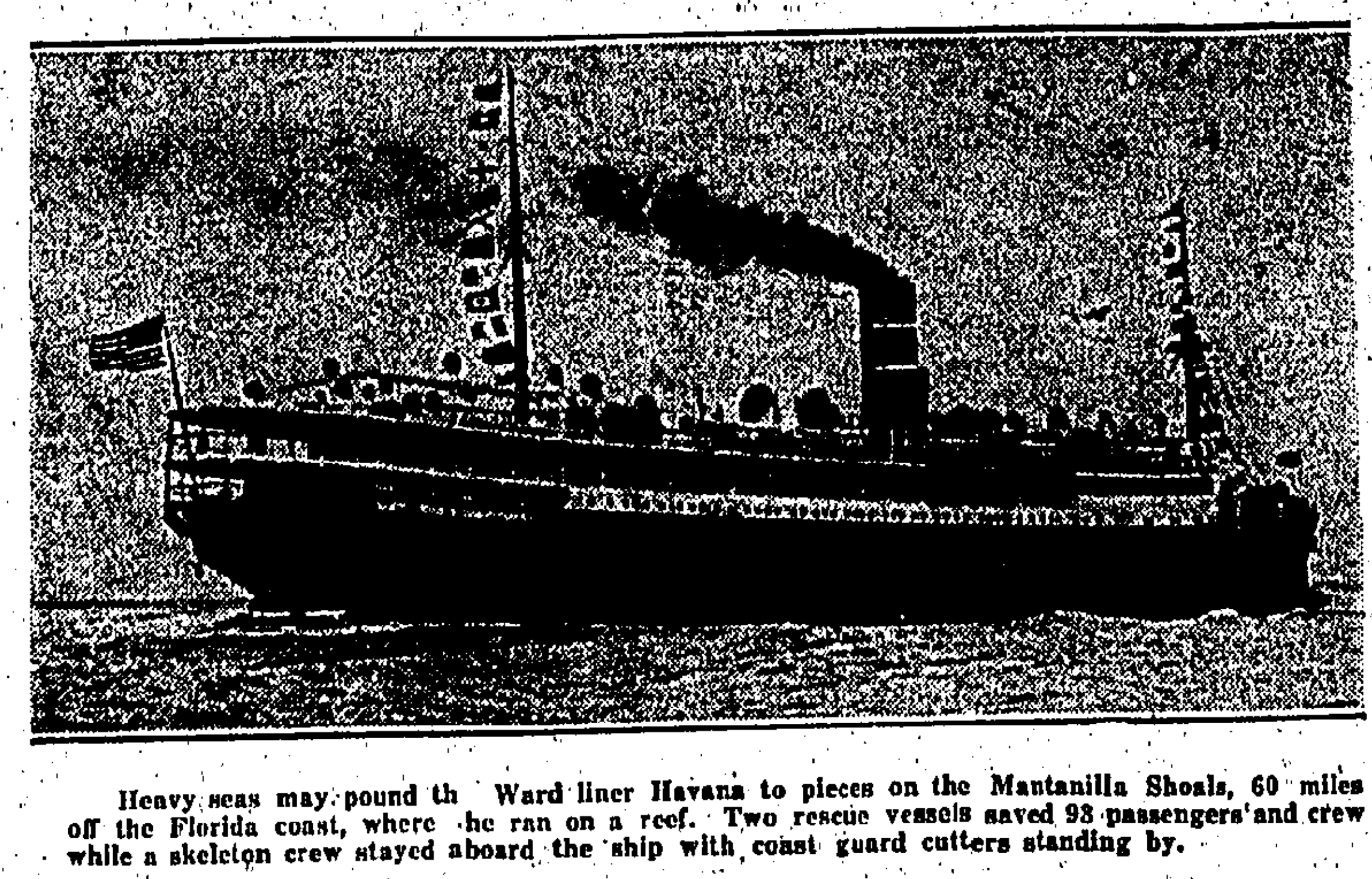
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From the notable New York stage success by Ben Hecht  
Charles MacArthur, Charles H. Minkoff  
A HOWARD HAWKS Production

NEXT CHANGE IN  
**"HELL IN THE HEAVENS"**

WARNER BAXTER FOX  
Picture.



Heavy seas may pound the Ward liner Havana to pieces on the Mantanilla Shoals, 60 miles off the Florida coast, where she ran on a reef. Two rescue vessels saved 93 passengers and crew while a skeleton crew stayed aboard the ship with coast guard cutters standing by.

## H.K. Tramway Co. Meeting

(Continued From Page 9)

"Investment Interest and Sundry Income Account" is apparently less by \$6,747.92, but actually ordinary income for the year shows an increase under this heading, 1933 having benefited by an extraordinary item of \$31,465.65 surplus on Motor-Bus Realisation Account.

In pursuance of the policy outlined at the last and previous Annual Meetings, you will note the increase in investments, which now stand at the substantial figure of \$1,149,768.32. In a year of declining local share values, it is satisfactory to see that the market value of our holdings at December 31 last is only some \$55,000, or 4.8 per cent., less than the book value, a situation which will, no doubt, right itself in due course.

**Dividend**

An interim dividend of 50 cents per share was paid in August last and after charging the cost of this, \$325,000.00, writing-off the usual annual amount of \$68,000.00 on account of goodwill, etc. and transferring \$100,000.00 to General Reserve Account, the balance available for appropriation, including \$146,691.58 brought forward from 1933, is \$599,220.84.

Your Directors recommend payment of a final dividend of 75 cents per share costing \$487,500.00, leaving a balance of \$111,720.84 to be carried forward to 1935. This makes a total distribution of \$1.25 per share for the year 1934 which, considering the less favourable trading conditions, I feel sure you will regard as satisfactory.

In conclusion I desire to contradict a statement which has gained currency in certain quarters, that in the year 1932 the Company's powers expire and the tramway undertaking will be handed over to the Hong Kong Government. The facts, as stated by the Chairman at the Annual Meeting last year, are that in 1932 or at the expiration of every subsequent five-yearly period the Government is entitled to exercise its option of purchase by requiring the Company to sell its undertaking—at the then value—upon six months' notice of that intention.

## OPIUM DEALING BY WIDOW

Small Boy Employed As Carrier

SENTENCE OF SIX MONTHS IMPOSED

For dealing in raw opium and attempting to bribe a police officer, Lam Shuet-ping, a 28-year-old widow, was sentenced to terms totalling six months' imprisonment by Mr. A. W. G. H. Grantham at the Kowloon Magistrate's Court this morning.

Detective-Sergeant Franklin, of the Yaumatei Police Station, stated that a ten-year-old boy was arrested in Temple Street, with one tael of raw opium in his possession, and that he took the police to No. 130 Shanghai Street, where the defendant was arrested. On the way to the station she attempted to bribe the Chinese detective with \$9.80.

The defendant pleaded not guilty to both charges, but after evidence had been given by the small boy and the two detectives who arrested her, she was sentenced to three months' imprisonment on each charge.

At the conclusion of the case Mr. Humphreys, of the Revenue Department, stated that he had twice conducted raids on 130 Shanghai Street and had seen the defendant there on both occasions. He had, however, not been able to find any opium.

shareholders, to congratulate the directors and executive on the year's working, and also, if I may, compliment those responsible for the smart appearance and cleanliness of our cars, and the general efficiency in the management and running of our Company. I venture to suggest we are second to no other similar company in this respect.

With these few remarks Mr. Chairman, I beg to second the adoption of the Report and Accounts, and the proposal that a final dividend of 75 cents per share be paid for the year 1934.

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**James Dunn**  
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